DRAFT ENVIRONMENTAL IMPACT REPORT

BATTERY STREET HOTEL

San Francisco Planning Department

2000.613E

DRAFT EIR PUBLICATION DATE: JANUARY 13, 2001

DRAFT EIR PUBLIC HEARING DATE: FEBRUARY 15, 2001

DRAFT EIR PUBLIC COMMENT PERIOD:

JANUARY 13, 2001 TO FEBRUARY 20, 2001

DOCUMENTS DEPT.

JAN 16 2001

SAN FRANCISCO
PUBLIC LIBRARY

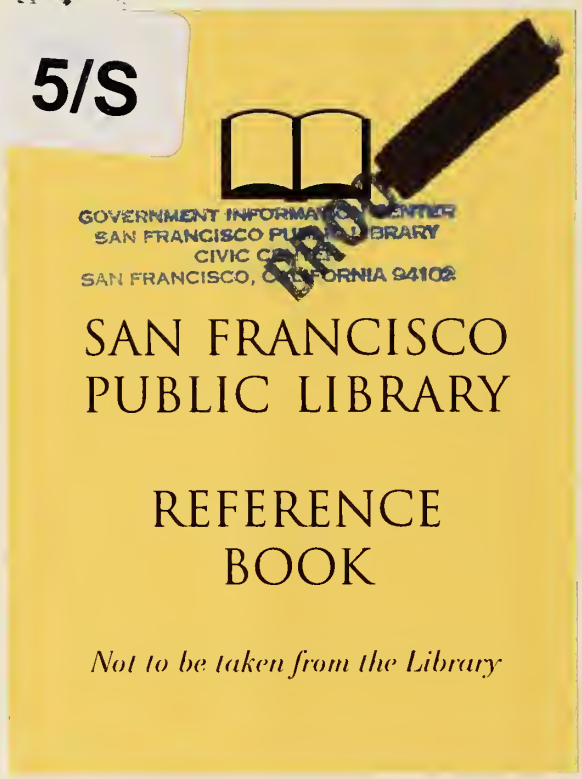
Written comments should be sent to:

Hillary E. Gitelman, Environmental Review Officer • San Francisco Planning Department
1660 Mission Street, Suite 500, San Francisco, CA 94103

D

REF
711.4097
B322d

5/S



GOVERNMENT INFORMATION CENTER
SAN FRANCISCO PUBLIC LIBRARY
CIVIC CENTER
SAN FRANCISCO, CALIFORNIA 94102

SAN FRANCISCO PUBLIC LIBRARY

REFERENCE BOOK

Not to be taken from the Library

PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street San Francisco, CA 94103-2414

(415) 558-6378 PLANNING COMMISSION FAX: 558-6409 ADMINISTRATION FAX: 558-6426 CURRENT PLANNING/ZONING FAX: 558-6409 LONG RANGE PLANNING FAX: 558-6426

January 13, 2001

To Whom It May Concern:

RE: Notice of Completion and Availability of Draft Environmental Impact Report for the Proposed Project: Battery Street Hotel -- Demolition and construction, mixed use hotel/retail building [Case No. 2000.613E]

This notice is to inform you of the completion and availability of the Draft Environmental Impact Report (DEIR) concerning the proposed project as described below. The DEIR contains information about the possible environmental effects of the proposed project. Preparation of a DEIR does not indicate a decision by the City to carry out or not to carry out the proposed project.

Project Description: The proposed project would demolish three existing structures at 425-427 Battery Street and 418 Clay Street, and would construct a new 11-story mixed use buildings on a 14,025-square-foot site in downtown San Francisco (Assessor's Block 206, Lots 3, 4, and 5). The new building would include up to 348 hotel rooms, and about 17,700 square feet of retail space. (Residential dwelling units are no longer proposed as part of the project.) The hotel, called Club Quarters, would be a private business hotel for exclusive use of membership organizations. Off-street loading would be accessed from Merchant Street. No off-street parking would be provided on the site.

DOCUMENTS DEPT.

JAN 16 2001

SAN FRANCISCO
PUBLIC LIBRARY

Lead Agency:
Planning Department
City and County of San Francisco
1660 Mission Street
San Francisco, California 94103

Draft EIR Available: Planning Information Counter, First Floor, 1660 Mission Street, San Francisco.

Public Hearing: A Public Hearing on the DEIR has been scheduled for Thursday, February 15, 2001 at the City Planning Commission's regular meeting in Rm. 400, City Hall, 1 Dr. Carlton B. Goodlett Place, beginning at 1:30 p.m. or later. (call 558-6422, the week of the hearing for a recorded message giving a more specific time).

Review Period: Public comments will be accepted from January 13, 2001, to February 20, 2001 at 5:00 p.m. Written comments should be directed to Hillary E. Gitelman, Environmental Review Officer, and the San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA 94103.

Contact Person: Hillary E. Gitelman **Phone**: (415) 558-5977
San Francisco Planning Department

THE PLANNING DEPARTMENT
1660 MISSION STREET
SAN FRANCISCO, CALIFORNIA 94103-2414

RETURN POSTAGE GUARANTEED

POSTMASTER: THIS PARCEL MAY BE OPENED FOR POSTAL INSPECTION IF NECESSARY

MAR 15 2001

SAN FRANCISCO PUBLIC LIBRARY
3 1223 05749 5658

PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street San Francisco, CA 94103-2414

(415) 558-6378 PLANNING COMMISSION FAX: 558-6409 ADMINISTRATION FAX: 558-6426 CURRENT PLANNING/ZONING FAX: 558-6409 LONG RANGE PLANNING FAX: 558-6426

DATE: January 13, 2001

TO: Distribution List for the Battery Street Hotel Project Draft EIR

FROM: Hillary Gitelman, Environmental Review Officer

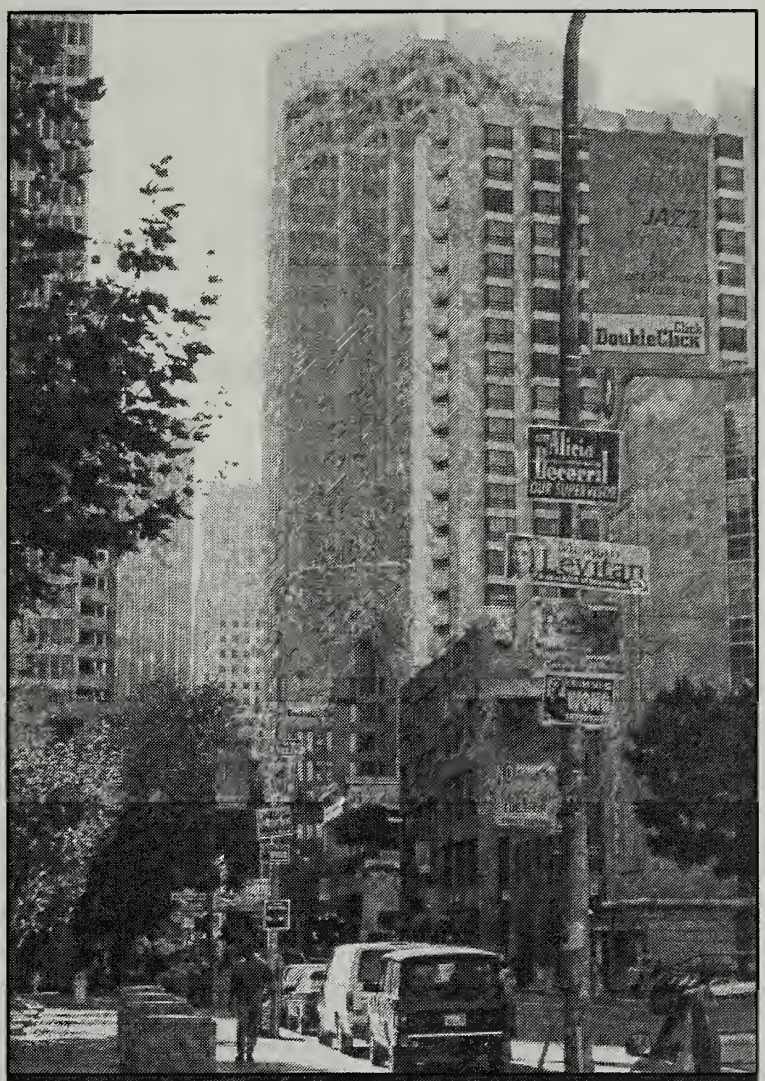
SUBJECT: Request for the Final Environmental Impact Report for the Battery Street Hotel Project (Planning Department File No. 2000.613E)

This is the Draft of the Environmental Impact Report (EIR) for the Battery Street Hotel Project. A public hearing will be held on the adequacy and accuracy of this document approximately 30 days after publication of the Draft EIR. After the public hearing, our office will prepare and publish a document titled "Summary of Comments and Responses" that will contain a summary of all relevant comments on this Draft EIR and our responses to those comments. It may also specify changes to this Draft EIR. Those who testify at the hearing on the Draft EIR will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR together with the Summary of Comments and Responses document will be considered by the City Planning Commission in an advertised public meeting and certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final EIR. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one, rather than two, documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Summary of Comments and Responses have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR to private individuals only if they request them. If you would like a copy of the Final EIR, therefore, please fill out and mail the postcard provided inside the back cover to the Major Environmental Analysis Office of the Planning Department within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

Thank you for your interest in this project.



DRAFT ENVIRONMENTAL IMPACT REPORT

BATTERY STREET HOTEL

San Francisco Planning Department

2000.613E

DRAFT EIR PUBLICATION DATE: JANUARY 13, 2001

DRAFT EIR PUBLIC HEARING DATE: FEBRUARY 15, 2001

DRAFT EIR PUBLIC COMMENT PERIOD:

JANUARY 13, 2001 TO FEBRUARY 20, 2001

Written comments should be sent to:

Hillary E. Gitelman, Environmental Review Officer • San Francisco Planning Department
1660 Mission Street, Suite 500, San Francisco, CA 94103

3 1223 05749 5658

Battery Street Hotel
Draft Environmental Impact Report

TABLE OF CONTENTS

Page

I. SUMMARY 1

II. PROJECT DESCRIPTION 18
A. Project Objectives 18
B. Project Location 20
C. Project Characteristics 20
D. Project Schedule and Approvals Required 21

III. ENVIRONMENTAL SETTING AND IMPACTS 26
A. Land Use, Zoning and Plan Consistency 26
B. Visual Quality/Urban Design 34
C. Shadows 42
D. Transportation 50
E. Archeological Resources 69
F. Growth Inducement 74

IV. MITIGATION MEASURES PROPOSED TO MINIMIZE POTENTIAL ADVERSE IMPACTS OF THE PROJECT 76

V. OTHER CEQA CONSIDERATIONS 82
A. Significant Environmental Effects That Cannot Be Avoided if the Proposed Project Is Implemented 82

VI. ALTERNATIVES TO THE PROPOSED PROJECT 83
A. Alternative A: No Project 83
B. Alternative B: Lesser Development Alternative 84
C. Alternative C: Hotel-Residential Alternative 85

VII. DRAFT EIR DISTRIBUTION LIST 87

VIII. REPORT PREPARERS; ORGANIZATIONS AND INDIVIDUALS CONSULTED 97

APPENDICES

A. Notice of Preparation/Initial Study/EIR Requirement A.1
B. Transportation B.1

LIST OF FIGURES

1. Project Location 19
2. Street Level Plan 22
3. Battery Street Elevation 23
4. Clay Street Elevation 24
5. Viewpoint Locations 35
6. View 1, Looking South from Battery Street Near Jackson Street 36
7. View 2, Looking East Along Merchant Street Near Sansome Street 37
8. View 3, Looking Northwest from Intersection of Battery and Clay Streets 39
9. Shadow Patterns - December 21 (10 a.m., Noon, 3 p.m. PST) 44
10. Shadow Patterns - March 21 (10 a.m., Noon, 3 p.m. PST) 45
11. Shadow Patterns - June 21 (10 a.m., Noon, 3 p.m. PDT) 46
12. Shadow Patterns - September 21 (10 a.m., Noon, 3 p.m. PDT) 47
13. Transportation Study Area 53
14. Existing Transit Network and Stop Location 55

LIST OF TABLES

1. Total and Net New Project Trip Generation by Mode, Weekday PM Peak Hour . . . 59
2. Intersection Level of Service, Existing, Existing Plus Project, 2015 Cumulative Conditions 61
3. Pedestrian Level of Service 64

I. SUMMARY

A. PROJECT DESCRIPTION

The proposed project site is located on the northern edge of the San Francisco Financial District, on the block bounded by Clay, Battery, Merchant and Sansome Streets. The project vicinity is characterized by high-rise towers to the east, south and west, and mid-rise two- to four-story buildings to the north. The site is approximately 14,025 sq. ft. in size. The project site comprises Lots 3, 4, and 5 of Assessor's Block 0206.

The Battery Street Hotel project would be an 11-story building (about 100 feet tall). The total floor area, by use, would include a 348-room hotel and 17,700 square feet of retail space. The proposed hotel would be a Club Quarters, which is a private business hotel for the exclusive use of member organizations. According to the project sponsor, this type of hotel caters to business travelers, who typically stay at a hotel for about four days, arriving Sunday night and departing Friday morning.[1] The ground-floor retail space would be intended for food services, business services, and other incidental and support uses. Three off-street truck loading spaces would be provided.

The building would have a nine-story base section, with a height of about 73 feet, in compliance with Planning Code bulk requirements calling for the building base to be no taller than 1.25 times the width of the widest abutting street. The 11-story building would terrace back from Battery Street starting at the 9th floor, providing outdoor balconies for each floor. A lightwell in the interior of the building would provide access to natural light down to the second floor. The main lobby would be on Clay Street. Access to the retail spaces would be from Clay Street, Battery Street and Merchant Street. An off-street freight/service vehicle loading dock and garbage pick-up area would be accessed from Merchant Street. No off-street parking would be included as part of the project; however, the project sponsor is pursuing an agreement with private parking garages in the project vicinity, to provide parking for hotel guests.

The project site is in a C-3-0 zoning district and 200-S height and bulk district. The project would require 1) review under Planning Code Section 309 for compliance with the downtown provisions of the Planning Code and exceptions to the off-street tour bus loading and the rear yard set-back requirements as permitted in Planning Code Sections 162(b) and 134(d), respectively; and 2) Conditional Use authorization under Planning Code Section 303 for a hotel in the C-3-O District per Planning Code Section 216(b).

B. MAIN ENVIRONMENTAL EFFECTS

An application for environmental evaluation for the project was filed on June 16, 2000. On the basis of an Initial Study published on November 18, 2000, the San Francisco Planning Department determined that an EIR was required. The Initial Study determined that the following effects of the project would either be insignificant or would be reduced to a less-than-significant level by mitigation measures included in the project and thus required no further analysis: population, noise, air quality, utilities/public services, biology, geology, topography, water, energy, natural resources, hazards, and architectural resources. The Initial Study also found that land use and visual quality/urban design changes would not cause potential significant environmental effects and require no further analysis, but noted that the EIR would include a discussion of these topics for informational purposes. The Initial Study concluded that the project's potentially significant impacts in the area of transportation, shadows, archeological cultural resources and growth inducement would be assessed in an EIR.

Since publication of the Initial Study, the project sponsor has revised the project description, to include up to 348 hotel rooms, compared to the earlier project description of up to 308 hotel rooms and 23 apartment units. No other features of the project have been revised. In addition, comments received on the Initial Study listed noise and other construction issues. The Initial Study has been amended to address briefly the latter comments. These changes in the project description represent a negligible modification in land use intensity and thus would

result in no change in the conclusions of the Initial Study regarding project impacts or mitigation measures.

LAND USE, ZONING, AND PLAN CONSISTENCY (p. 26)

The project would change land use at the project site from a mix of office and retail activities, to hotel and residential uses with ground-floor retail space. The proposed project would demolish the existing structures on site. The proposed project would construct an 11-story building (about 100 feet tall). Uses would include a 348-room hotel and about 17,700 gsf of ground-floor retail space. The ground-floor retail space would be intended for food services, business services, and other incidental and support uses.

This proposed development would intensify land use at the project site consistent with the Downtown Plan (adopted November 29, 1984), an element of the San Francisco General Plan. Given the nature of the project, however, this increase in density represents an expansion of uses which would be similar to and compatible with the uses in the vicinity of the project. Overall, the project would be consistent with existing and planned land uses in the vicinity and zoning for the site. The project would not alter the general land use pattern of the immediate area, which includes office buildings, hotels, and retail uses. The project also would not disrupt or divide the neighborhood, since it would be developed within the existing block configuration.

VISUAL QUALITY/URBAN DESIGN (p. 34)

The project would replace three older two- to five-story office buildings with an 11-story structure, thus changing the scale of development on the project site. The project would be taller than existing buildings on the site, but similar to or smaller than most structures nearby such as the 24-story Park Hyatt Hotel to the south across Clay Street, the 42-story Embarcadero Center One office building, and the 48-story Transamerica Tower office tower

one block west of the project site. Views from Clay and Battery Streets would be altered with the project; however, the project would not substantially change existing views from public open space. Views from Maritime Plaza, the podium-level open-space across Battery Street to the east of the project site, would be altered. The existing two- to five-story buildings on the project site would be replaced by an 11-story building with setbacks starting on the ninth floor; however, existing views towards the project site from Maritime Plaza currently include the 500 Sansome Street office building, which abuts the project site to the west. Thus, the project would not change longer range views from Maritime Plaza to the west. Long-range views of the project site, such as those from Chinatown, North Beach or Telegraph Hill, would be part of overall views of Downtown and would be limited by existing high-rise buildings. The project would not substantially degrade the existing visual character or quality of the area, or result in a substantial, demonstrable negative aesthetic effect.

SHADOWS (p. 42)

The proposed project has been designed to cast no new shadow on Maritime Plaza, a public open space under the jurisdiction of the Recreation and Park Commission. Existing shadow conditions were modeled to create a three-dimensional development envelope. The existing shadow model incorporated the topography of the project vicinity, mass and height of existing buildings on the project site and in the project vicinity, and the annual rotation and position of the earth and sun. The development envelope was used to design the proposed project's massing and setbacks, such that the project would cast no new shadow on Maritime Plaza.

The project would add shade to some portions of the street and sidewalk on Market Street and Battery Street near the project site. In general, those effects would be similar to shade effects of existing buildings on the project site. These would not be considered significant shadow effects pursuant to adopted criteria in Section 295 of the Planning Code.

TRANSPORTATION (p. 50)

The travel demand analysis was developed based on information contained in the San Francisco Planning Department's Interim Transportation Impact Analysis Guidelines from January 2000 (SF Guidelines), and the US Census journey to work data. Using a daily trip generation rate of 6.92 trips per room for hotel uses, and 150 trips per 1,000 square feet for retail uses, the proposed project would generate approximately 5,060 daily person-trips, about 320 net-new person-trips during the weekday PM peak hour.

Overall, during the weekday PM peak hour, there would be approximately 98 net-new auto person-trips, 83 net-new transit person-trips and 135 net-new walk/other person-trips. The proposed project would generate 51 net-new vehicle-trips during the weekday PM peak hour. The addition of the 51 net-new vehicle-trips during the weekday PM peak hour would result in a nominal change in the average delay per vehicle at the study intersections. Under Existing conditions, three of the four study intersections operate at LOS D or better, and one intersection (Battery/Sacramento) operates at LOS E. All study intersections would continue to operate at the same service levels as under Existing conditions. The project would not have significant project impacts on traffic conditions. The proposed project would generate about 83 net-new transit trips during the weekday PM peak hour. The project would not create significant impact on transit service.

The proposed project would generate a total parking demand for about 135 spaces. However, since the existing uses currently generate a demand for 63 long-term spaces and 20 short-term spaces, the net-new demand would be for a total of 52 parking spaces. As the project would not provide any parking, there would be a shortfall of 52 spaces. However, the peak parking demand for the proposed hotel and residential units typically occurs overnight, during which there would be additional parking spaces available at the public parking facilities and on-street. Overall, the proposed project would not have a significant impact on the area-wide parking conditions.

Pedestrian trips generated by the proposed project include walk trips to and from the proposed land uses, plus walk trips to and from nearby parking facilities and transit operators. The proposed project would add about 300 net-new pedestrian trips during the weekday PM peak hour. The additional pedestrian trips generated by the proposed project would result in minimal changes in sidewalk conditions, and all locations would continue to operate at the same service levels as under existing conditions.

The proposed project would generate approximately 14 delivery trips per day, mostly generated by the proposed hotel use. This corresponds to a demand for less than one loading space during both an average hour and the peak hour of loading activities. The Planning Code would require one off-street freight loading space for the proposed uses. There are currently three metered truck loading spaces on Battery Street adjacent to the project site, plus metered truck loading spaces along the north side of Merchant Street. It is anticipated that some of the deliveries to the project would use these spaces. To accommodate drop-offs and pick-ups for the proposed hotel and residential uses (including taxis, shuttle buses and vans), the project would propose to establish a passenger loading (white) zone on Clay Street, adjacent to the hotel lobby. It is anticipated that a space for two vehicles would be sufficient to accommodate the demand for passenger loading; curb loading activities would not be expected to adversely affect use of existing parking on Clay Street.

A 2015 Cumulative analysis was conducted to evaluate the future traffic conditions in the vicinity of the proposed project. Cumulative traffic growth would occur from other developments in the project area, as well as from the proposed project. The proposed project would have a relatively small contribution to the total 2015 Cumulative traffic volumes - approximately 2 percent. The proposed project's contribution to the growth in traffic volumes between Existing and 2015 Cumulative conditions would be between 12 and 15 percent.

The only study intersection that would deteriorate to unacceptable operations between Existing and 2015 Cumulative conditions would be the intersection of Battery and Clay Streets. At this

intersection, the proposed project would contribute about 13 percent to the growth in traffic volumes between Existing and 2015 Cumulative conditions. This would be a considerable contribution to a significant cumulative adverse impact at Battery and Clay.

ARCHEOLOGICAL RESOURCES (p. 69)

Archival research noted that the project site was completely submerged under approximately 20 feet of bay water until the start of the Gold Rush, and it is extremely unlikely that cultural materials from the prehistoric, protohistoric, Spanish/Mexican and/or Early American periods would be encountered within the site. Thus, the proposed project would not likely impact any cultural resources from pre-Gold Rush eras. Historic records document that the *General Harrison*, a Gold rush-era vessel later used as a storeship, was moored at the project site. Remains of the *General Harrison* may be located in sub-surface areas of the project site. Archival records do not indicate the precise location or condition of the ship. The remains of the *General Harrison* would be considered a significant historic resource.

Limited archeological testing in the existing basement included thirteen borings excavated into sands and bay mud deposits that contained no cultural material related to the potential presence of the *General Harrison*. Although borings within the area of the proposed elevator shaft and one boring near Clay Street produced no significant findings, it remains possible that cultural resources of significance, including remains of the *General Harrison*, may be encountered during construction. The project would include pre-construction testing to document the potential for cultural resources throughout the site, and recommendations for any further monitoring, on-site investigation, or documentation, preservation and recovery of cultural material. This measure would avoid significant adverse effects on potential sub-surface historic resources at the project site.

GROWTH INDUCEMENT (p. 74)

The proposed 348-room hotel would generate about 120 new hotel and retail jobs, and would displace about 100 existing jobs, creating about 20 net new jobs. Some employees in the new hotel would already live and work in San Francisco and would merely change job locations to work at the project site. Others may not live in the City but for reasons other than their job location would choose to remain at their present residential location. A few employees in the new hotel may be new to the area, and would result in a nominal increase in housing demand. No housing units exist on the project site, and none would be displaced as a result of the project.

Construction of the project would add to citywide and regional employment on a temporary basis during the construction of the project, but not to levels that substantially affect construction workforce levels in the Bay Area.

The construction of a new hotel would increase the maximum population on the project site by about 20 persons. While potentially noticeable to the immediate adjacent neighborhood, this increase in population on the project site would not substantially increase the existing area-wide population. For these reasons, the project would not be considered to result in significant growth inducement impacts.

C. MITIGATION MEASURES (p. 76)

Mitigation measures identified in this EIR or in the Initial Study (those from the Initial Study are identified by a *) as necessary to mitigate significant environmental effects are listed below.

A. NOISE

MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

*1. If pile driving is necessary to install pile foundations, the project sponsor would require construction contractors to predrill holes to the maximum depth feasible on the basis of soil conditions. Contractors would be required to use construction equipment with state-of-the-art noise shielding and muffling devices. The project sponsor would also require that contractors schedule pile-driving activity for times of the day that would be consistent with Section 2908 of the San Francisco Police Code.

B. AIR QUALITY

MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

*2. The project sponsor would require its contractors to implement as appropriate the BAAQMD's guidelines on basic control measures for emissions of dust during construction: (1) water all active construction areas at least twice daily; (2) cover all trucks hauling soil, sand, and other loose materials or require trucks to maintain at least two feet of freeboard; (3) pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas; (4) sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas; and (5) sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

C. GEOLOGY / TOPOGRAPHY

MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

*3. The project sponsor would ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors any adjacent buildings for damage during construction, if recommended by the geotechnical engineer, in the foundation investigations.

*4. If dewatering were necessary, the final foundation report would address the potential settlement and subsidence impacts of this dewatering. Based on this discussion, the

foundation report would determine whether or not a lateral movement and settlement survey would be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey were recommended, the Department of Building Inspection would require that a Special Inspector (as defined in Article 3 of the San Francisco Building Code) be retained by the project sponsor to perform this monitoring. Instruments would be used to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

If dewatering were necessary, the project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding dewatering to avoid settlement of adjacent streets, utilities, and buildings that could potentially occur as a result of dewatering.

*5. The project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside of the shoring itself. Shoring systems would be modified as necessary in the event that substantial movements are detected.

D. WATER QUALITY

MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

The project sponsor would ensure that groundwater from site dewatering and stormwater runoff meets the discharge limitations of the City's Industrial Waste Ordinance by carrying out the following:

*6. If dewatering were necessary, the project sponsor would follow the recommendations of the geotechnical engineer or environmental remediation consultant, in consultation with the Bureau of Environmental Regulation and Management of the San Francisco Public Utilities Commission, regarding treatment, if any, of pumped groundwater prior to discharge to the combined sewer system.

If dewatering were necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this were found to be necessary by

the Bureau of Environmental Regulation and Management of the San Francisco Public Utilities Commission to reduce the amount of sediment entering the combined sewer system.

E. HAZARDS

MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

*7. The following material regarding the Maher Ordinance is a requirement of the City Public Works Code. As such, it is not a true mitigation measure, since it is required by law. The requirements of the Ordinance are specified below for informational purposes.

a. As project construction would involve excavation of more than 50 cubic yards of soil, requirements established by Article 20 of the *San Francisco Public Works Code* (i.e., the "Maher Ordinance") would reduce potential effects related to soil contamination to a less-than-significant level. If applicable, the project sponsor would prepare a Site Mitigation Plan and would agree to ensure that the Site Mitigation Plan is implemented with oversight from the City's Department of Public Health.

The Plan, if prepared, would require that the construction contractor handle and dispose of excavated soils properly, employ worker health and safety and dust control procedures, and encapsulate remaining soils on-site, and also would require a State Registered Professional Geologist or Engineer to certify, at the completion of foundation activities, that all elements of the Site Mitigation Plan had been performed in compliance with Article 20 requirements. Conditions imposed by the Department of Public Health would require dust control measures to ensure "no visible dust" emissions, covering of soil stockpiles, rain water runoff control, and designation of a person with the authority to stop work at any time if a release of contaminated soil occurs or is threatened.

b. A hazardous materials and wastes survey was conducted in the existing building. Asbestos and lead-based paint identified in the buildings would be abated by a licensed abatement contractor prior to renovation of the building. The contractor would follow the City and County of San Francisco Asbestos and Lead-Based Paint Master Abatement Specification.

The project sponsor would follow all required federal, state and local asbestos removal regulations and notification processes required under the permit review process.

All potential PCB-containing equipment and/or fixtures in the existing building would be removed prior to renovation and incinerated at a licensed disposal facility. Any mercury vapor lighting would be removed and recycled prior to building renovation.

All workers involved in removal of hazardous wastes would follow proper decontamination procedures as defined in a site-specific/project-specific health and safety plan which would be required to be submitted for review and approval by the City and County of San Francisco Department of Public Health, Environmental Health Management Section (DPH, EHMS) at least two weeks before any waste on the site is moved. The Health and Safety Plan would be prepared by a safety officer professional with appropriate certification and training. The certified site safety officer would train the project workers on the handling of any hazardous materials and wastes that may be encountered. In addition, the credentials of the certified site safety officer would be submitted to the DPH, EHMS for verification.

F. CULTURAL RESOURCES

MITIGATION MEASURES IDENTIFIED IN THIS REPORT

8. Given the location and depth of excavation proposed, and the likelihood that archaeological resources would be encountered on the project site, the sponsor has agreed to retain the services of an archaeologist. The archaeologist would conduct a pre-excavation testing program to better determine the probability of finding cultural and historical remains. The testing program would use a series of mechanical, exploratory borings or trenches or other testing methods determined by the archaeologist to be appropriate.

   If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the Environmental Review Officer, with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he or she would consult with the Environmental Review Officer, and they would jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

   These additional measures would be implemented by the project sponsor and could include a program of on-site monitoring of all site excavation, during which the archaeologist would record observations in a permanent log. The monitoring program, whether or not there are findings of significance, would result in a written report to be

submitted first and directly to the Environmental Review Officer, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual on site as its representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources if they are encountered.

If evidence of cultural resources of potential significance were found during the monitoring program, the archaeologist would immediately notify the Environmental Review Officer, and the project sponsor would halt any activities that the archaeologist and the Environmental Review Officer jointly determine could damage such cultural resources. Ground disturbing activities that could damage cultural resources would be suspended for a total maximum of four weeks over the course of construction of each building.

After notifying the Environmental Review Officer, the archaeologist would prepare a written report to be submitted first and directly to the Environmental Review Officer, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measure should be implemented to minimize potential effects on archaeological resources. Based on this report, the Environmental Review Officer would recommend specific additional measures to be implemented by the project sponsor. These additional measures could include a site security program, additional on-site investigations by the archaeologist, or documentation, preservation, and recovery of cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration or recovery program is to be conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the Environmental Review Officer for review. Following approval by the Environmental Review Officer, copies of the final reports would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. Three copies of the final archaeology reports would be submitted to the Environmental Review Officer, accompanied by copies of the transmittals documenting its distribution.

D. ALTERNATIVES (p. 83)

In compliance with CEQA requirements this EIR analyzes a reasonable range of project alternatives that would reduce or eliminate significant impacts of the project. Chapter VI identifies alternatives to the proposed project and discusses environmental impacts associated

with these alternatives. The project decision-makers could approve an alternative instead of the proposed project, if that alternative would reduce or eliminate significant impacts of the project and is determined feasible. The determination of feasibility will be made by project decision-makers on the basis of substantial evidence in the record, which shall include, but not be limited to, information presented in the EIR and in comments received on the Draft EIR.

As discussed in Chapter V, the Draft EIR does not identify project-specific significant environmental effects, and there would be no significant adverse effects of the proposed project that could only be reduced or eliminated by selection of an alternative project design, size, or location. Therefore, the EIR reviews a No-Project Alternative and a Lesser Development Alternative.

ALTERNATIVE A: NO PROJECT (p. 83)

DESCRIPTION

The No-Project Alternative would entail no change to the site. The proposed project would not be built. Buildings on the project site would not be demolished and none of the existing architectural features would be altered. This alternative would not preclude future proposals for redevelopment of the project site.

IMPACTS

If the No-Project Alternative were implemented, none of the impacts associated with the project would occur. The environmental characteristics of this alternative would be generally as described in the environmental setting sections of Chapter III. Land use, urban design/visual quality, shadow conditions and archeological cultural resources would not change, except as a result of nearby development.

Although the No Project Alternative would not contribute to cumulative transportation impacts, cumulative growth at other locations in downtown would create substantial increases in commute travel, causing significant transportation impacts similar to those described in Section III.D, Transportation, but without the increment of the cumulative effect caused by the proposed project.

ALTERNATIVE B: LESSER DEVELOPMENT ALTERNATIVE (p. 84)

DESCRIPTION

The Lesser Development Alternative would include a membership hotel with ground-floor retail; on a smaller scale, the proposed project with the alternative would retain the existing buildings on the project site and reconstruct and connect the interior of each building. In this alternative, development on the project site would include about 110 hotel rooms and a total of about 11,000 square feet of ground-floor retail space. This alternative would not provide parking spaces, as with the proposed project.

IMPACTS

This alternative would retain all existing structures on the project site, and would develop the site with 11,000 square feet of ground-floor retail space and a 110-room membership hotel. Overall, land use conditions would change in a manner similar to that described for the project, but to a lesser degree. The interior reconstruction of the three existing buildings would not change the height or bulk of buildings on the project site. Alternative B would not change shadows in the area, including shading of Recreation and Park Department open spaces covered by Section 295.

Alternative B would require minimal excavation to accommodate seismic retrofitting. The potential to adversely impact the remains of the *General Harrison* storeship, if it is located within the boundary of the project site, would be similar to impacts of the project. The

presence of a qualified archeologist during any excavation or earthmoving activities would mitigate the potential adverse impact on archaeological resources, as with the project. With the reduction from 348 to 110 hotel rooms, it is anticipated that traffic and transit impacts would be less than those described for the proposed project. Net peak hour traffic generated at the site would be similar to existing conditions, considering that existing uses would be displaced. This alternative would not contribute to cumulative traffic growth at nearby intersections, and would be considered the environmentally superior alternative.

ALTERNATIVE C: HOTEL-RESIDENTIAL ALTERNATIVE (p. 85)

DESCRIPTION

The Hotel-Residential Alternative would include up to 308 hotel rooms and 23 residential units, compared to up to 348 hotel rooms with the proposed project. As described in the Initial Study, Appendix A, this alternative was previously proposed by the project sponsor. As with the project, Alternative C would include 17,700 sq. ft. of ground-floor retail space. The size, massing and height of Alternative C would be the same as the proposed project.

IMPACTS

Alternative C would have the same effects as the proposed project on visual quality, shadows, and archeological resources. With residential units, the alternative would provide a more mixed-use pattern at the site. Other nearby residential areas occur in a one- or two-block radius in the Golden Gateway Center, North Beach and Chinatown neighborhoods.

Alternative C transportation effects would be similar to those of the proposed project. Net P.M. peak-hour vehicle trips for Alternative C would be about 48 trips, compared to 51 trips for the project. Thus, this alternative would have similar effects on intersections in the vicinity, and would contribute to significant cumulative effects at Battery and Clay Streets. With 23 residential units, Alternative C would increase parking demand, compared to the proposed project. The project would have a net parking demand of 52 spaces, Alternative C

would have a demand of 76 spaces. This parking shortfall would be met by available parking in public parking facilities, and the alternative would not have a significant impact on area-wide parking conditions. Alternative C would not provide on-site parking. The alternative would require either a variance to the Planning Code Section 151 parking requirement for residential uses in the C-3 district, or review under Planning Code Section 159(b) for providing parking within 600 feet of the site.

E. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This environmental impact report, for a proposed hotel/retail project at 425 Battery Street, focuses on the issues of shadow, transportation, archeology, and growth inducement as potential significant effects of the project, but also addresses land use, and visual quality/urban design changes for informational purposes. All other potential environmental effects were found to be at a less-than-significant level or to be mitigated to a level of less-than-significance with mitigation measures agreed to by the project sponsor in a letter dated November 18, 2000. Please see the Initial Study, included in Appendix A, for analysis of issues other than those addressed in this document. The Initial Study discusses noise and other construction effects concerns raised by office tenants at 432 Clay Street, adjacent to the project site.

The proposed project design has been presented to the Planning Department for review prior to consideration by the Planning Commission. It is common for preliminary design proposals to be refined somewhat during the review process, and as a result of final design development. Any notable modifications to the project design would be analyzed to determine whether they would affect information and analysis contained in this DEIR. Other than these potential refinements to the project design, there are no unresolved issues with regard to the project proposal. There are also no areas of substantial controversy known to the EIR preparers.

NOTE - Summary

1. Data on Club Quarters patronage patterns are summarized in a letter by Jon Horowitz, Vice President, Masterworks Development Corporation, to Tim Erney, Wilbur Smith Associates, dated September 28, 2000. This letter is on file and available for public review at the Planning Department, 1660 Mission Street, 6th Floor, San Francisco.

II. PROJECT DESCRIPTION

The proposed project would demolish three existing buildings, and construct a new 11-story mixed-use building at a site on the northern edge of the San Francisco Financial District. The project site is on the block bounded by Clay, Battery, Merchant and Sansome Streets (Assessor's Block 206, Lots 3, 4 and 5), as shown in Figure 1.

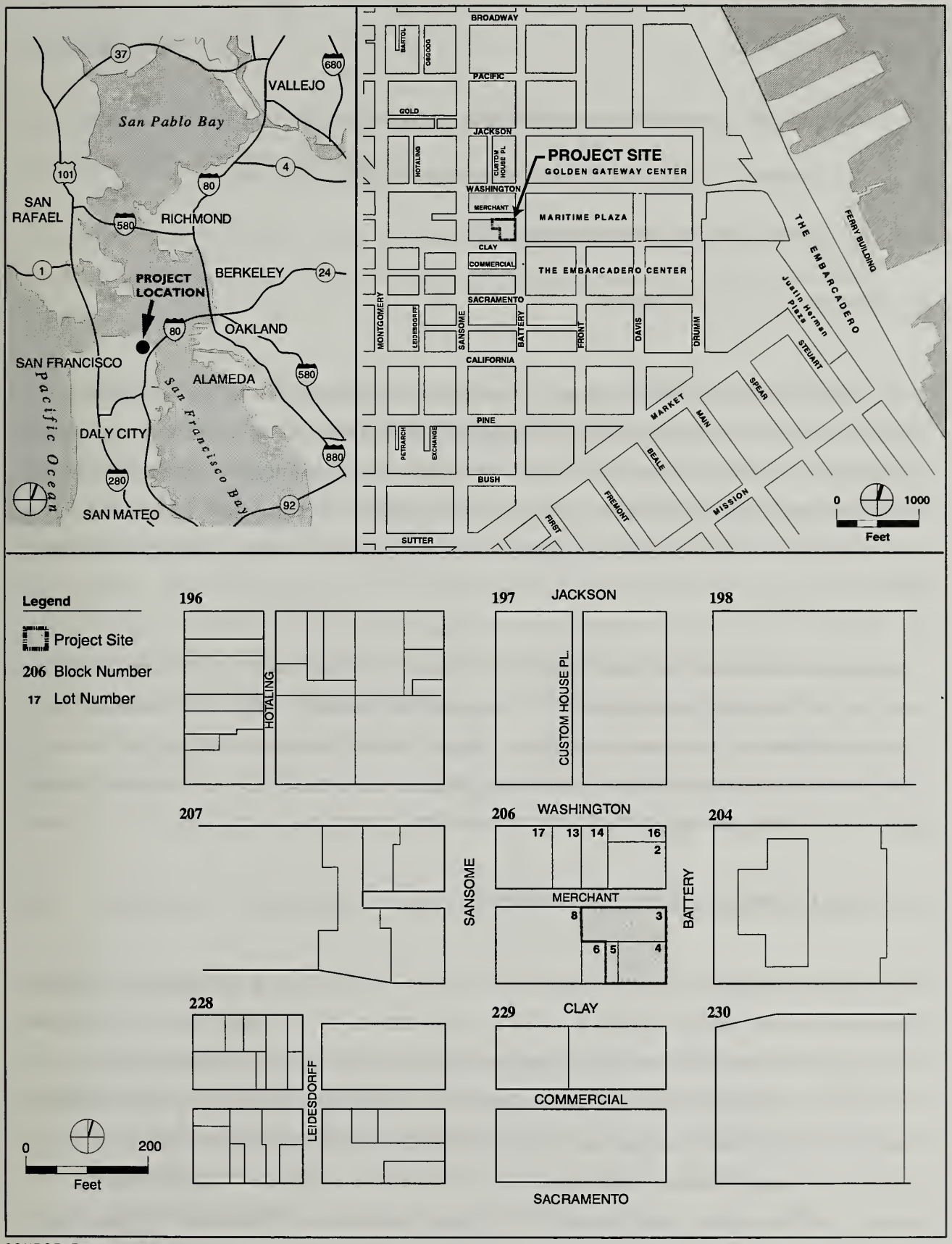
The project site is currently occupied by three buildings: 425 Battery Street, which contains office, retail and restaurant uses; 427 Battery Street, which contains office and restaurant uses; and 418 Clay Street, which contains office and retail uses. Combined, these three buildings provide about 40,000 square feet of office space, 20,000 square feet of retail space, and 13,700 square feet of restaurant space.

The proposed land uses include a membership hotel with up to 348 rooms and 17,700 square feet of retail space. The proposed hotel would be a Club Quarters, which is a private business hotel for the exclusive use of member organizations.

A. PROJECT OBJECTIVES

According to the Project Sponsor, the general objectives of the Battery Street Hotel project include the following:

- To convert an underutilized site occupied by three separate buildings into a unified, architecturally aesthetic, state-of-the-art business hotel and retail space;
- To provide affordable hotel space for the business traveler that is easily accessible to the City's Financial District and business community, and in close proximity to numerous modes of public transportation;
- To provide new upgraded ground-floor retail uses;
- To replace the existing building with a seismically safer structure;



105.00

SOURCE: EIP Associates

EIP

BATTERY STREET HOTEL

FIGURE 1: PROJECT LOCATION

- To complete the project on schedule and within budget;
- To develop a project with minimal environmental disruption; and
- To provide a return on investment.

B. PROJECT LOCATION

The proposed project site is located on the northern edge of the San Francisco Financial District, on the block bounded by Clay, Battery, Merchant and Sansome Streets (see Figure 1, p. 19). The project vicinity is characterized by high-rise towers to the east, south and west, and mid-rise two- to four-story buildings to the north. The project site is approximately 14,025 square feet in size and comprises Lots 3, 4, and 5 of Assessor's Block 0206.

The project site is entirely within the C-3-O (Downtown Office) district. The C-3-O district is described in Planning Code Section 210.3 as consisting primarily of office development focusing on finance, corporate headquarters, and service industries, and serving as an employment center for the region. It permits office uses and retail sales and personal services uses. The district permits a base floor area ratio (FAR) of 9:1.

C. PROJECT CHARACTERISTICS

The Battery Street Hotel project would be an 11-story building (about 100 feet tall). The total floor area, by use, would include up to 348 hotel rooms and 17,700 square feet of retail space. The proposed hotel would be a Club Quarters, which is a private business hotel for the exclusive use of member organizations. According to the project sponsor, based on data from similar hotels in other cities, this type of hotel generally caters to business travelers, who typically stay at a hotel for about four days, arriving Sunday night and departing Friday morning.[1] The proposed hotel is currently planned to have up to 348 rooms. During or following construction, some of the rooms could be configured into a total of 301 "keys" (rooms or suites), potentially resulting in lower overall occupancy. For analysis purposes, the

EIR considers the project to include a maximum of 348 rooms with typical hotel vehicle trip generation rates, a conservative approach.

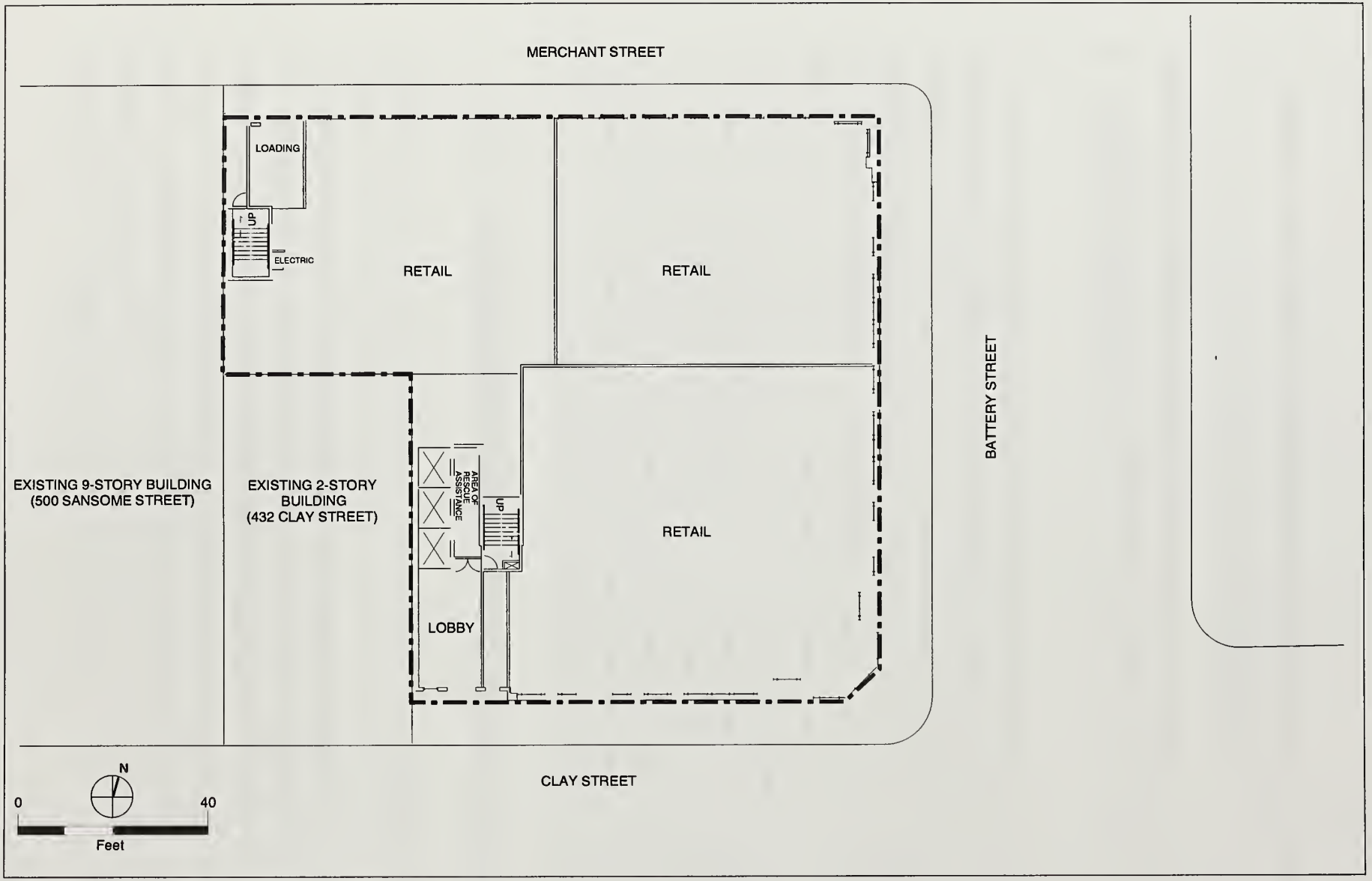
The ground-floor retail space would be intended for food services, business services, and other incidental and support uses. One off-street truck loading space would be provided (see Figure 2).

The building would have a nine-story base section, with a height of about 73 feet, in compliance with Planning Code bulk requirements calling for the building base to be no taller than 1.25 times the width of the widest abutting street. The 11-story building would terrace back from Battery Street starting at the 9th floor, providing outdoor balconies for each floor. A lightwell in the interior of the building would provide access to natural light down to the second floor. The main lobby would be on Clay Street. Access to the retail spaces would be from Clay Street, Battery Street and Merchant Street (see Figures 3 and 4, pp. 23 and 24). An off-street freight/service vehicle loading dock and garbage pick-up area would be accessed from Merchant Street. No off-street parking would be included as part of the project; however, the project sponsor is pursuing an agreement with private parking garages in the project vicinity to provide reserved parking for hotel guests. Based on demand, some of the rooms could be configured into suites, with lower overall occupancy.

D. PROJECT SCHEDULE AND APPROVALS REQUIRED

PROJECT SCHEDULE

The project sponsor expects environmental review, project review, and detailed design to be completed during spring 2001. Planning Commission action and other review would be requested at that time for the entire project, including project authorization for a hotel in the C-3-O District under Planning Code Section 303, discussed below under Approval Requirements. Construction would likely begin by mid to late-2001, and would take approximately 16 months.

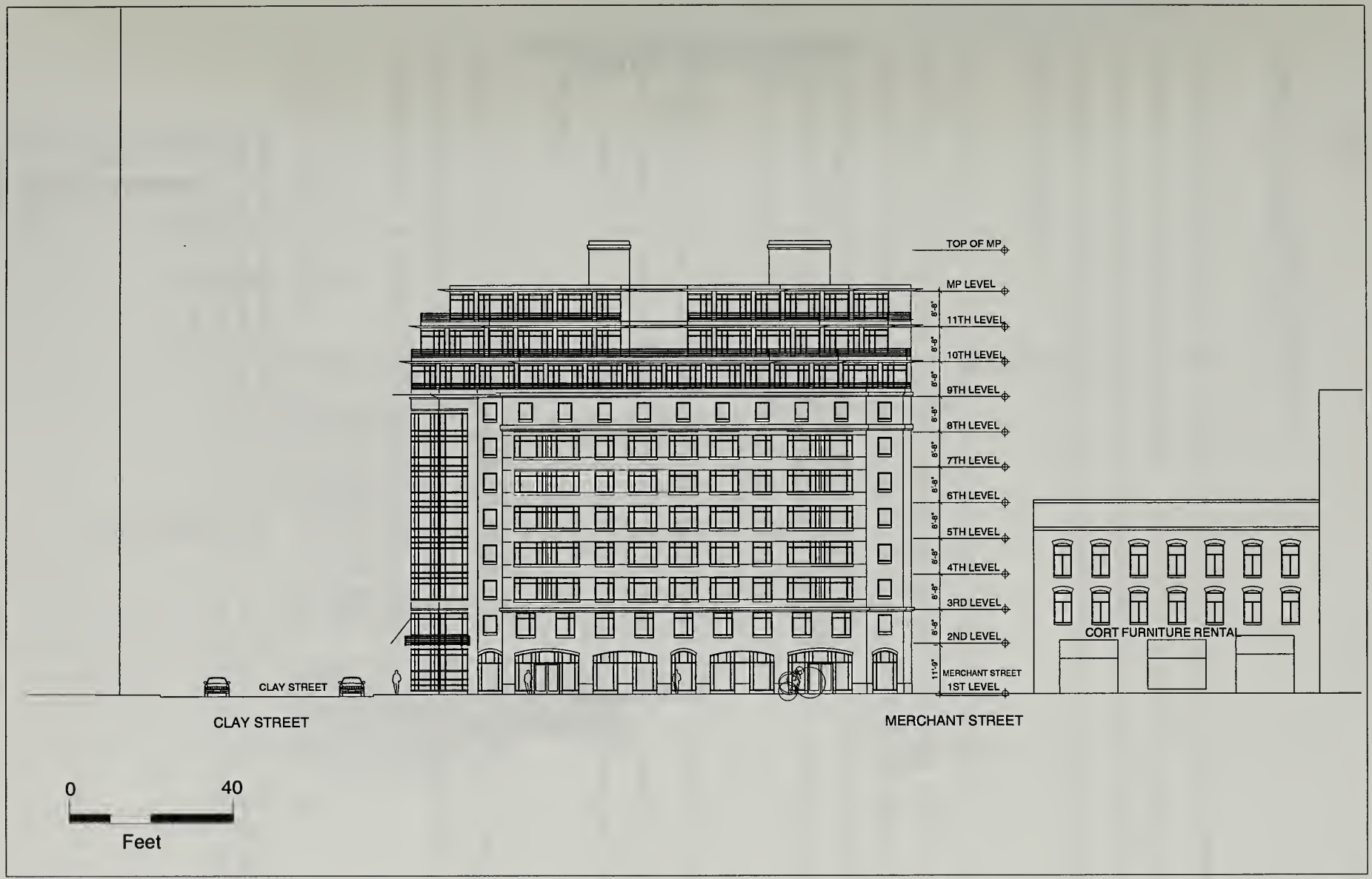


SOURCE: Koenen Associates

EIP

BATTERY STREET HOTEL

FIGURE 2: STREET LEVEL PLAN

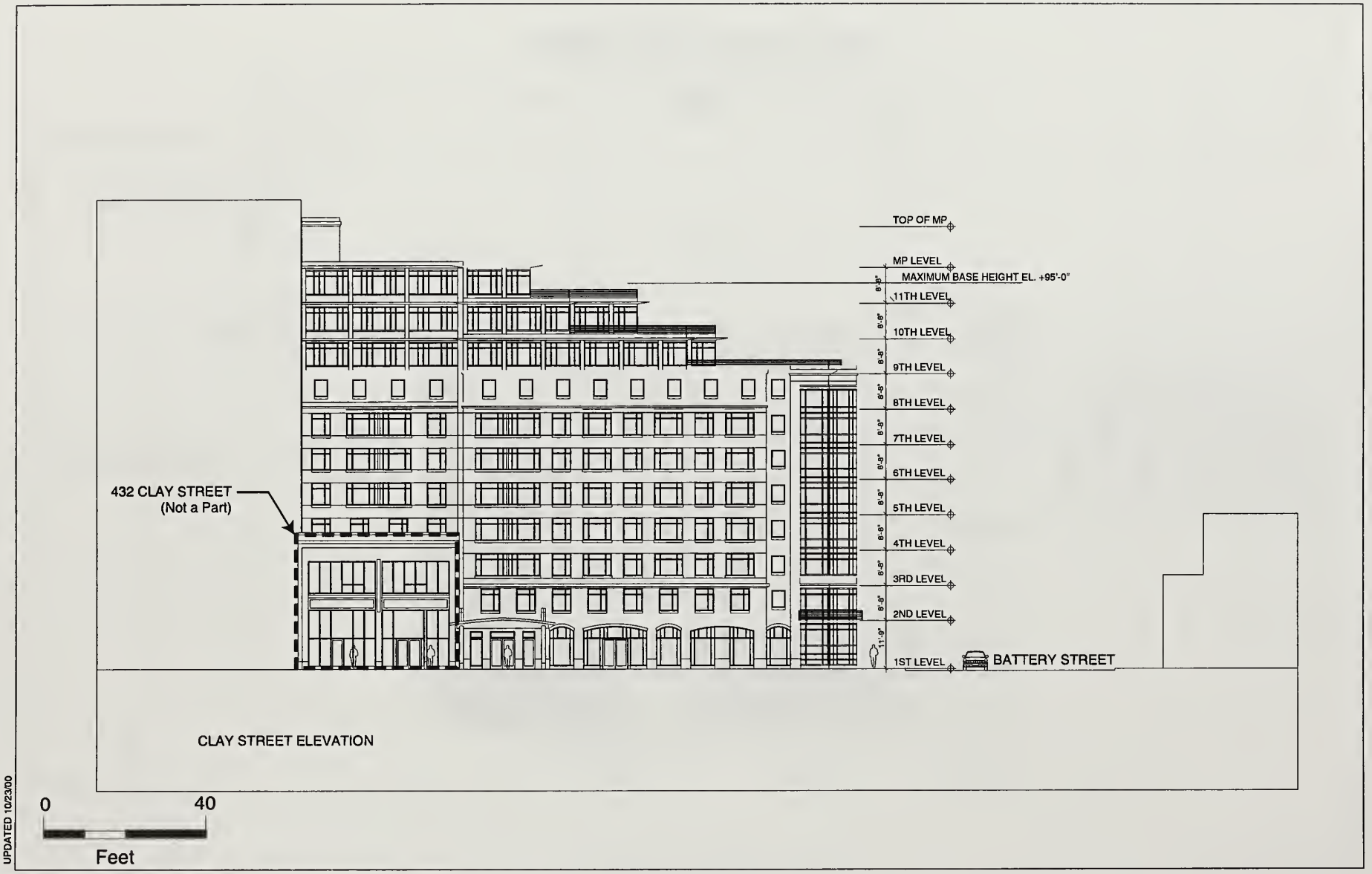


SOURCE: Heller-Manus Architects

EIP

BATTERY STREET HOTEL

FIGURE 3: BATTERY STREET ELEVATION



UPDATED 10/23/00

SOURCE: Heller-Manus Architects

EIP

BATTERY STREET HOTEL

FIGURE 4: CLAY STREET ELEVATION

APPROVAL REQUIREMENTS

Following a public hearing on the Draft EIR before the Planning Commission, responses to written and oral comments will be prepared. The EIR will be revised as appropriate and presented to the Planning Commission for certification as to its accuracy, objectivity, and completeness. No discretionary project approvals may be granted or permits issued before the Final EIR is certified.

The project site is in a C-3-O zoning district and 200-S height and bulk district. The project would require 1) review under Planning Code Section 309 for compliance with the downtown provisions of the Planning Code and exceptions to the off-street tour bus loading and the rear yard set-back requirements as permitted in Planning Code Sections 162(b) and 134(d), respectively; and 2) Conditional Use authorization under Planning Code Section 303 for a hotel in the C-3-O District per Planning Code Section 216(b).

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which established eight Priority Planning Policies, contained in Section 101.1 of the Planning Code, as described as Section III.A, Land Use, Zoning and Plan Consistency.

The project would be reviewed by the Planning Department and the Planning Commission in the context of applicable objectives and policies of the *San Francisco General Plan*, as discussed further in Section III.A, Land Use, Zoning and Plan Consistency.

NOTES - Project Description

1. Data on Club Quarters patronage patterns are summarized in a letter by Jon Horowitz, Vice President, Masterworks Development Corporation, to Tim Erney, Wilbur Smith Associates, dated September 28, 2000. This letter is on file and available for public review at the Planning Department, 1660 Mission Street, 6th Floor, San Francisco.

III. ENVIRONMENTAL SETTING AND IMPACTS

An application for environmental evaluation for the project was filed on June 16, 2000. On the basis of an Initial Study published on November 18, 2000, the San Francisco Planning Department determined that an EIR was required. The Initial Study determined that the following effects of the project would either be insignificant or would be reduced to a less-than-significant level by mitigation measures included in the project and thus required no further analysis: population, noise, air quality, utilities/public services, biology, geology, topography, water, energy, natural resources, hazards, and architectural resources (see Appendix A, p. A.1, for the Initial Study). The Initial Study also found that land use, and visual quality/urban design changes would not cause potential significant environmental effects and require no further analysis, but noted that the EIR would include a discussion of these topics for informational purposes. The Initial Study concluded that the project's potentially significant impacts in the area of transportation, shadows, archeological cultural resources and growth inducement would be assessed in an EIR. Since publication of the Initial Study, the project sponsor has revised the project description to include up to 348 hotel rooms, compared to the earlier project description of up to 308 hotel rooms and 23 apartment units. No other features of the project have been revised. In addition, comments received on the Initial Study listed noise and other construction issues. The Initial Study has been amended to address briefly the latter comments. These changes in the project description result in no modification to the land use intensity and thus would result in no change in the conclusions of the Initial Study regarding project impacts or mitigation measures.

A. LAND USE, ZONING AND PLAN CONSISTENCY

EXISTING LAND USE AND ZONING

The project site is approximately 14,025 square feet. Existing uses on the site consist of a mix of office, ground-floor restaurant and retail activities, and the multiple tenants on site currently

occupy an estimated total of 73,700 square feet of commercial space. The three existing buildings on the site are two to five stories, and all of them were originally constructed between 1910 and 1912. A well-known restaurant, Yank Sing, is at the ground floor of the building at 427 Battery Street.

The project site is located in an area of downtown San Francisco that has been designated for high-density commercial and residential development. The project site is located about one block east of the Transamerica Tower in an area that transitions from low-rise commercial and retail uses to high-intensity office development.

Land use east, south and west of the project site is characterized primarily by a concentration of high-rise office towers. East, the Alcoa Building office tower, a restaurant and a parking garage are located directly across Battery Street; Maritime Plaza, an open space under the jurisdiction of San Francisco's Recreation and Park Department, is located on the podium level above the parking garage. Embarcadero Center One is southeast of the project site and the Park Hyatt Hotel is directly south across Clay Street. The west side of the project site is abutted by 432 Clay Street, a two-story building now occupied by Media Metrix, an internet software firm, and the 500 Sansome Street office building. About one block west is the Transamerica Tower.

Across Merchant Street to the north is a restaurant, a rental furniture store and other retail uses. Beyond Merchant Street, buildings north of the project site are older two- to three-story brick buildings, the U.S. Customs House, and high-rise apartments in the Golden Gateway Center.

The project site is within the C-3-O (Downtown Office) zoning district with a base floor area ratio (FAR) of 9:1. Section 210.3 of the Planning Code describes the C-3-O district in the following way:

> This district, playing a leading national role in finance, corporate headquarters and service industries and serving as an employment center for the region,

> consists primarily of high-quality office development. The intensity of building development is the greatest in the City, resulting in a notable skyline symbolizing the area's strength and vitality. The district is served by City and regional transit reaching its central portions and by automobile parking at peripheral locations. Intensity and compactness permit face-to-face business contacts to be made conveniently by travel on foot. Office development is supported by some related retail and service uses within the area, with inappropriate uses excluded in order to conserve the supply of land in the core and its expansion areas for further development of major office buildings.

The project site is in a 200-S height and bulk district, where building heights are limited to 200 feet. In "S" bulk districts, there are no limitations of length or diagonal dimension applicable to the base of a building (see Planning Code Section 270(d)). The base is the lowest portion of the building extending vertically to a streetwall height of up to 1.25 times the width of the widest abutting street or 50 feet, whichever is more. Bulk controls for a lower tower, which is defined as the span between the building base and 160 feet, are a maximum length of 160 feet, a maximum floor size of 20,000 square feet, a maximum diagonal dimension of 190 feet, and a maximum average floor size of 17,000 square feet. The proposed project would comply with the height and bulk requirements of the Planning Code.

CHANGES IN LAND USE

The project would change land uses at the project site from a mix of office and retail activities to hotel uses with ground-floor retail space. The proposed project would demolish the existing structures on site, and would construct an 11-story building (about 100 feet tall). Uses would include up to 348 hotel rooms and about 17,700 gsf of ground-floor retail space. The ground-floor retail space would be intended for food services, business services, and/or other incidental and support uses.

This proposed development would intensify land use at the project site, as envisioned by the Downtown Plan (adopted November 29, 1984), an element of the *San Francisco General Plan.* Specifically, the project would expand commercial square footages on the site from

73,700 sq. ft. to about 125,800 sq. ft., resulting in an increase in activity due to additional employment and the presence of hotel guests. This increase in intensity would result in an overall development that is similar to or smaller than other buildings in the vicinity of the project. Proposed land uses would be consistent with existing and planned land uses in the vicinity and with the zoning of the site. The project would not alter the general land use pattern of the immediate area, which includes office, retail and hotel uses. The project also would not disrupt or divide the neighborhood, since it would be developed within the existing block configuration.

Existing uses on the site include about 40,000 sq. ft. of office, 20,000 sq. ft. of retail space, and 13,700 sq. ft. of restaurant space (in three separate businesses). The project would displace these existing businesses and office tenants. As noted above, the project would include about 17,700 sq. ft. of retail space that could accommodate retail services or new restaurant uses.

The project would generate about 120 new hotel and retail jobs, and would displace about 100 existing jobs, about 20 net new jobs on the project site. Some employees in the new hotel would already live and work in San Francisco and would merely change job locations to work at the project site. Others may not live in the City but for reasons other than their job location would choose to remain at their present residential location. A few employees in the new hotel may be new to the area, and would result in a nominal increase in housing demand. No housing units exist on the project site, and none would be displaced as a result of the project.

PLAN CONSISTENCY

Environmental plans and policies, like the Bay Area Air Quality Management District's *1997 Clean Air Plan,* directly address physical environmental issues and/or contain standards or targets that must be met in order to preserve or improve specific components of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

General Plan Policies

The project site is within the part of San Francisco covered by the Downtown Plan, an Area Plan of the *San Francisco General Plan*. As indicated above, the project would intensify use of the site in a manner consistent with the Downtown Plan. The Planning Commission and other City decision-makers would evaluate further the proposed project against the provisions of the *General Plan*, including those in the Downtown Plan, and would consider potential conflicts with the *General Plan* as part of the decision-making process. This consideration of *General Plan* objectives and policies is carried out independently of the environmental review process, as part of the decision to approve, modify or disapprove a proposed project. Any potential conflicts with provisions of the *General Plan* that would cause physical environmental impacts have been evaluated as part of the impacts analysis carried out for other topics in this project EIR and the Initial Study (Appendix A). Any potential conflicts with *General Plan* policies not identified in this EIR could be considered in the project evaluation process and would not alter the physical environmental effects of the proposed project analyzed in this EIR.

The Downtown Plan is the policy document that guides most growth and development in San Francisco's downtown. Centered on Market Street, the plan covers an area roughly bounded by Van Ness Avenue on the west, The Embarcadero on the east, Folsom Street on the south, and Washington Street on the north. The plan contains a number of objectives and policies that address the following issues: provision of space for commerce, retail, housing, and open space; preservation of the past; urban form; movement to, from, and within the downtown area; and seismic safety. Some key objectives and policies of the *General Plan* relevant to the project are noted here; others may be addressed during consideration of project approval.

<u>Downtown Plan</u>

Objective 1, Policy 1	Encourage development which produces substantial net benefits and minimizes undesirable consequences. Discourage

	development which has substantial undesirable consequences which cannot be mitigated.
Objective 2	Maintain and improve San Francisco's position as a prime location for financial, administrative, corporate and professional activity.
Objective 3, Policy 5	Meet the convenience needs of daytime downtown workers.
Objective 4	Enhance San Francisco's role as a tourist and visitor center.
Objective 4, Policy 1	Guide the location of new hotels to minimize their adverse impacts on circulation, existing uses, and scale of development.
Objective 5	Retain a diverse base of support commercial activity in and near downtown.
Objective 9, Policy 1	Require usable indoor and outdoor open space, accessible to the public, as part of new downtown development.
Objective 13, Policy 1	Relate the height of buildings to important attributes of the city pattern and to the height and character of existing and proposed development.
Objective 13, Policy 4	Maintain separation between buildings to preserve light and air and prevent excessive bulk.
Objective 14, Policy 2	Promote building forms that will minimize the creation of surface winds near the base of buildings.
Objective 15, Policy 1	Ensure the new facades relate harmoniously with nearby facade patterns.
Objective 16, Policy 2	Provide setbacks above a building base to maintain the continuity of the predominant street walls along the street.
Objective 16, Policy 3	Maintain and enhance the incorporation of publicly visible art works in new private development and in various public spaces downtown.
Objective 16, Policy 4	Use designs and materials and include activities at the ground floor to create pedestrian interest.
Objective 19, Policy 1	Include facilities for bicycle users in governmental, commercial, and residential developments.

Objective 21, Policy 2	Discourage access to off-street freight loading and service vehicle facilities from transit preferential streets, or pedestrian-oriented street alleys.

Commerce and Industry Element

Objective 2	Maintain and enhance a sound and diverse economic base and fiscal structure for the city.
Objective 2, Policy 1	Seek to retain existing commercial and industrial activity and to attract new such activity.

Transportation Element

Objective 12.1	Develop and implement strategies which provide incentives for individuals to use public transit, rideshare, bicycling and walking to the best advantage, thereby reducing the number of single occupant auto trips.
Objective 16	Develop and implement programs that will efficiently manage the supply of parking at employment centers throughout the City so as to discourage single-occupant ridership and encourage ridesharing, transit and other alternatives to the single-occupant automobile.
Objective 17	Develop and implement parking management programs in the Downtown that will provide alternatives encouraging the efficient use of the area's limited parking supply and abundant transit services.
Objective 24, Policy 2	Preserve pedestrian-oriented building frontages.
Objective 27	Ensure that bicycles can be used safely and conveniently as a primary means of transportation, as well as for recreational purposes.
Objective 27, Policy 27.7	Include bicycle facility funding in all appropriate requests.
Objective 40, Policy 1	Provide off-street facilities for freight loading and service vehicles on the site of new building sufficient to meet the demands generated by the intended uses. Seek opportunities to create new off-street loading facilities for existing buildings.

Urban Design Element

Objective 1, Policy 3	Recognize that buildings, when seen together, produce a total effect that characterizes the city and districts.
Objective 3, Policy 1	Promote harmony in the visual relationships and transitions between new and older buildings.

Community Safety Element

Policy 2.1	Assure that new construction meets current structural and life safety standards.

Accountable Planning Initiative

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which, among other things, established eight Priority Planning Policies. The policies, contained in Section 101.1 of the City Planning Code, are: 1) preservation and enhancement of neighborhood-serving retail uses; 2) protection of neighborhood character; 3) preservation and enhancement of affordable housing; 4) discouragement of commuter automobiles; 5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; 6) earthquake preparedness; 7) landmark and historic building preservation; and 8) protection of open space. Before issuing a permit for any project or adopting any legislation that requires an Initial Study under the California Environmental Quality Act, or adopting any zoning ordinance or development agreement, and before taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project, legislation, or action is consistent with the Priority Policies.

B. VISUAL QUALITY/URBAN DESIGN

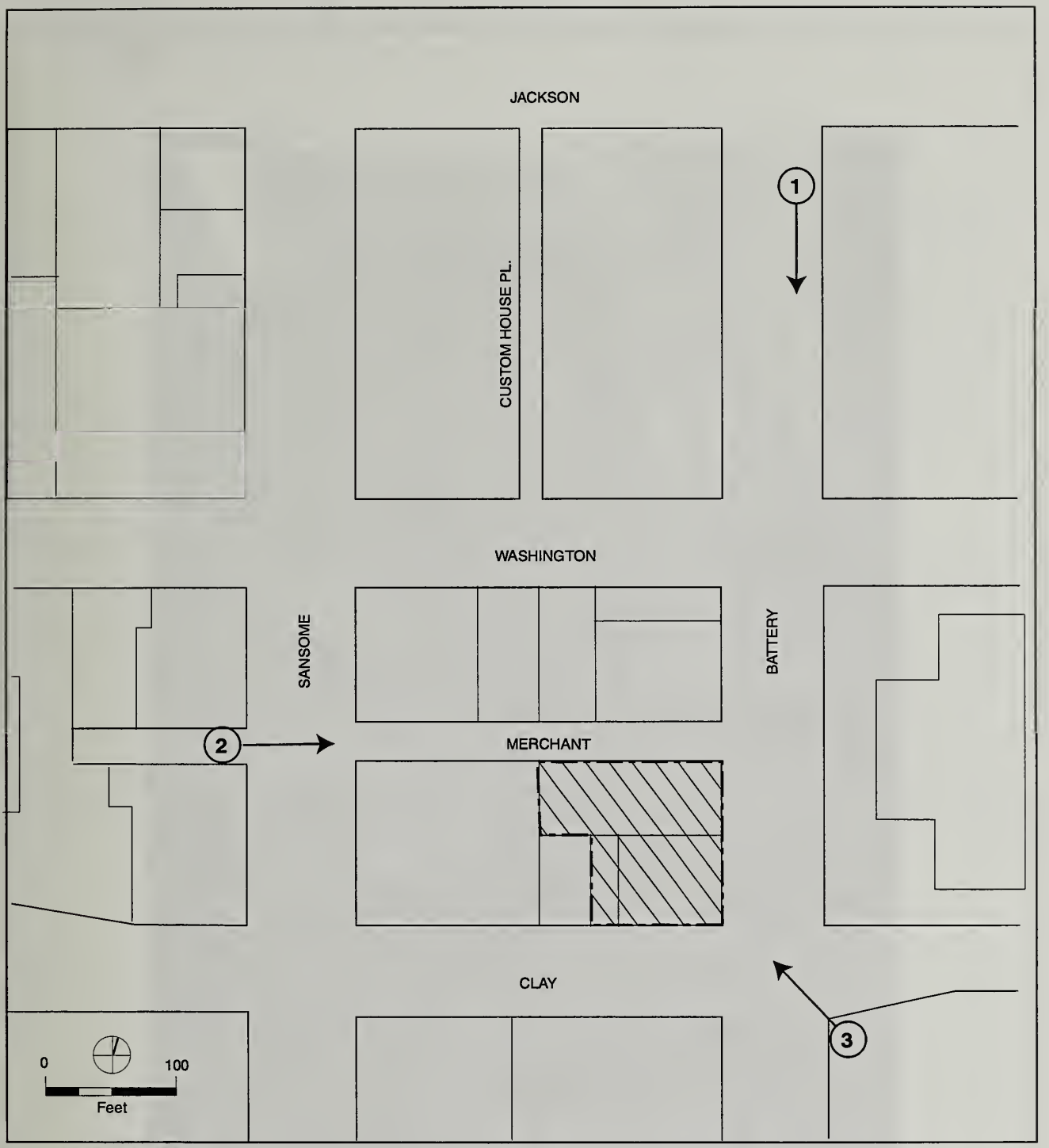
Visual quality in an urban setting is comprised of elements such as building scale, height, architectural features and materials, patterns of buildings along street frontages, and views of public open space or plazas or of more distant landscape features such as hills, the Bay or built landmarks, such as bridges. These elements help define the sense of place in an urban context.

SETTING

The existing project site is comprised of three buildings. These buildings vary in height from two to five stories and contain office, retail and restaurant uses. The site is on Assessor's Block 0206, Lots 3, 4 and 5, within the C-3-O Zoning District and a 200-S Height and Bulk District.

Photographs showing representative views of the project site have been taken at three locations in the project vicinity (see Figure 5, Viewpoint Locations). The existing view from Battery Street between Washington and Jackson Streets, looking south towards the project site, includes a mix of high-rise and mid-rise office and commercial buildings (see Figure 6). From front to back, the Park Hyatt Hotel, Embarcadero Center West, and 345 California Street are all visible in the background. As discussed in Section III.A, Land Use, Zoning and Plan Consistency, the project site is located in San Francisco's Financial District, several blocks north of Market Street between the Transamerica Tower and the Embarcadero Center.

From a vantage point at the intersection of Sansome and Merchant Streets looking east along Merchant Street, the project site is on the right side of Merchant Street with the Alcoa Building in the background (see Figure 7). A reflection of the Transamerica Tower is just visible in the windows of the Alcoa Building, amidst its external diamond-shaped reinforcement struts.



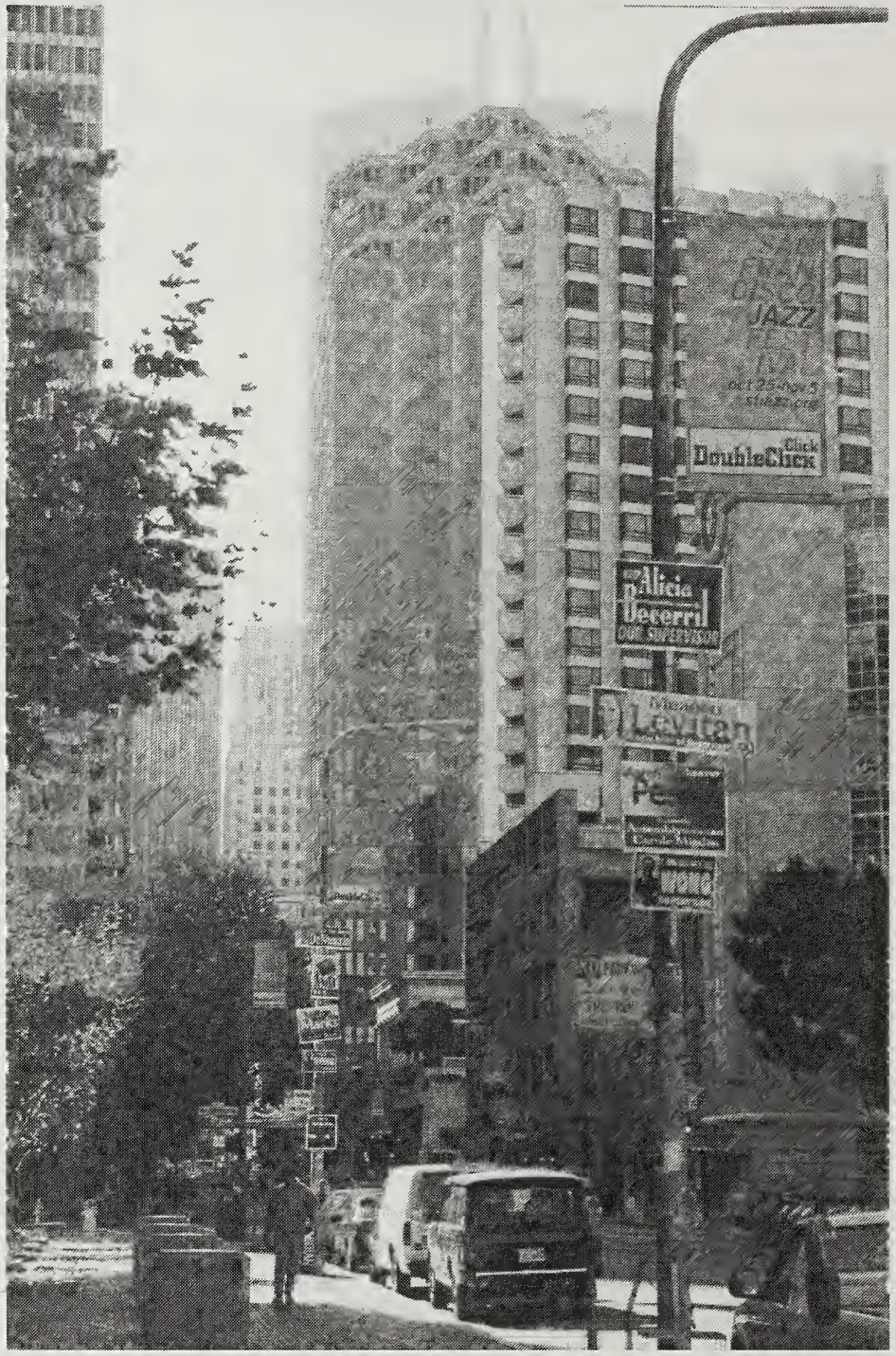
SOURCE: EIP Associates

PROJECT SITE

EIP

BATTERY STREET HOTEL

FIGURE 5: VIEWPOINT LOCATIONS

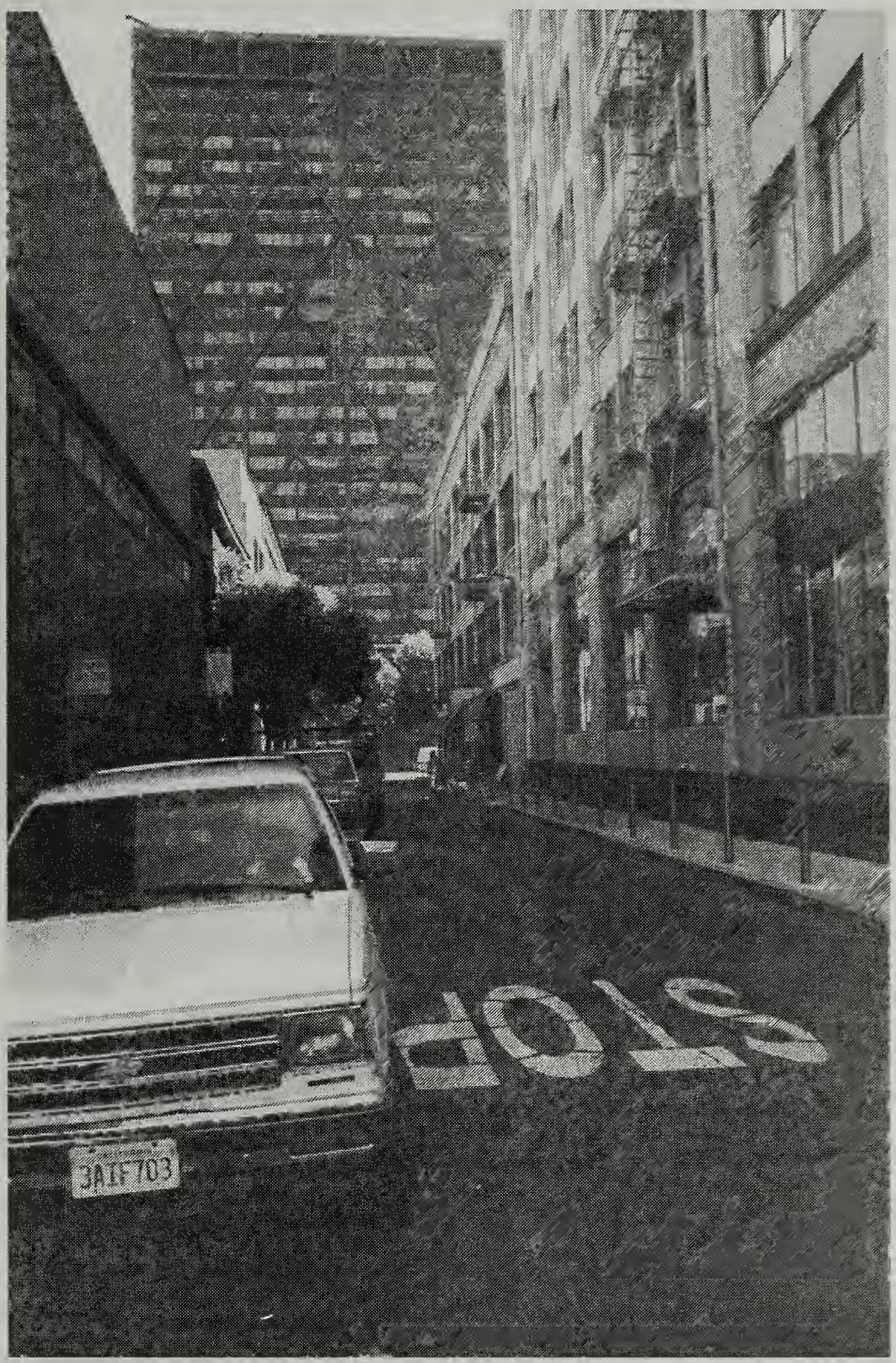


SOURCE: EIP Associates

EIP

BATTERY STREET HOTEL

FIGURE 6: VIEW 1, LOOKING SOUTH FROM BATTERY STREET NEAR JACKSON STREET



SOURCE: EIP Associates

EIP

BATTERY STREET HOTEL

FIGURE 7: VIEW 2, LOOKING EAST ALONG MERCHANT STREET NEAR SANSOME STREET

Figure 8, looking northwest towards the project site from the corner of Clay and Battery Streets, shows the two-story frontage along Clay Street, as well as the four- and five-story buildings on Battery Street that compose the project site.

PROJECT EFFECTS

San Francisco has no formally adopted significance criteria regarding visual quality and urban design. However, the project would generally be considered to have a significant effect on the environment if it would substantially degrade or obstruct a scenic view or vista currently enjoyed from publicly accessible open space, such as a public park, or obstruct an established view corridor identified for preservation in the *San Francisco General Plan*. A significant effect would also be identified if a project would result in a substantial, demonstrable negative aesthetic effect, or generate obtrusive light or glare.

As stated in the Initial Study, Appendix A, the project would not cause significant light or glare effects and hence, this impact will not be discussed in this EIR.

The project would replace three older two- to five-story office buildings with an 11-story structure, thus changing the scale of development on the project site (see Figure 1 in Section II, Project Description, p. 19). The project would be taller than existing buildings on the site, but similar to or smaller than most structures nearby such as the 24-story Park Hyatt Hotel to the south across Clay Street, the 42-story Embarcadero Center One office building, and the 48-story, 893-foot-tall Transamerica Tower office building one block west of the project site.

The view in Figure 6, from Battery Street near Jackson Street, would not be substantially changed as the proposed eleven-story structure would not block views of existing structures adjacent to the site, nor would it substantially degrade or obstruct views from publicly accessible open space, such as the entrance plaza to the Golden Gateway Apartments fronting Battery Street between Washington and Jackson Streets. Views east along Merchant Street (Figure 7) would include the proposed building. The proposed structure would be of a similar

SOURCE: EIP Associates

EIP

BATTERY STREET HOTEL

FIGURE 8: VIEW 3, LOOKING NORTHWEST FROM INTERSECTION OF BATTERY AND CLAY STREETS

scale to other mid-rise office structures on Merchant Street and would be smaller than the Alcoa Building and the Transamerica Tower, which bookend Merchant Street to the east and west, respectively.

Views from Clay and Battery Streets would be altered with the project (Figure 8). The new 11-story building would replace views of the existing buildings. This would be seen in the context of mid-rise buildings to the west and low-rise buildings to the north. The project would not substantially change views of downtown buildings as seen from Maritime Plaza across Battery Street. These changes in views would not be considered significant, because they would not affect scenic resources observed from public areas and because the resulting building would not be substantially out of context in its urban setting.

The project would replace two structures fronting Clay Street, a two-story building and a five-story building. The existing two-story building at 432 Clay Street, adjacent to the project site, would directly abut the proposed eleven-story structure; the building is also adjacent to the existing nine-story building at 500 Sansome Street to the west. Both the existing 500 Sansome Street building and the existing five-story building at the corner of Battery and Clay Streets have upper-story windows which face toward the existing two-story building at 432 Clay Street; the proposed building would also have windows on facades facing this structure. The existence of windows facing the 432 Clay Street building would not preclude the expansion or replacement of the structure at some future date. The second-story skylights at 432 Clay Street have views of the upper floors of adjacent buildings and sky views. The proposed project would change these views, and reduce the sky plane seen above the roof. This change in view from a private building would not be considered a significant effect. While the proposed project would alter the view along Clay Street, it would not degrade the existing visual character of the streetscape.

Views from Maritime Plaza, the podium-level open space across Battery Street to the east of the project site, would be altered as the proposed project would replace three existing two- to five-story buildings on the project site with an 11-story building with setbacks starting on the

ninth floor; however, existing views of the project site from Maritime Plaza currently include the 500 Sansome Street office building, which abuts the project site to the west. Thus, the project would replace views of the west facade of the 500 Sansome Street building with views of the project from Maritime Plaza. Long-range views of the project site, such as those from Chinatown, North Beach or Telegraph Hill, would be part of overall views of Downtown and would be limited by existing high-rise buildings. The project would not substantially degrade the existing visual character or quality of the area, or result in a substantial, demonstrable negative aesthetic effect.

C. SHADOWS

SETTING

Open space in the vicinity of the project site consists of both private and publicly accessible plazas and sitting areas associated with various buildings. Maritime Plaza, directly east of the project site, between Clay and Merchant Streets and Battery and Drumm Streets, is the closest open space to the project site. Other open spaces in the project vicinity include Justin Herman Plaza, east of the project site at the foot of Market Street on The Embarcadero; and Portsmouth Square, between Washington and Clay Streets and Grant Avenue and Kearny Street, to the west of the project site. These plazas are public spaces under the jurisdiction of the Recreation and Park Commission and thus are subject to Section 295 of the San Francisco Planning Code regarding shadow on public open spaces.

Maritime Plaza is a podium-level open space developed in association with the Alcoa Building. The podium-level plaza surrounds the base of the Alcoa building with two, one-story structures on either side. Maritime Plaza's landscape features include planting areas, built-in seating, and grass platforms.

Numerous high-rise building in the project vicinity contribute to the existing shadow pattern in the project vicinity. Some of the larger structures casting shadows to the east of the project site, toward Maritime Plaza include Transamerica Tower, 500 Sansome Street, the Park Hyatt Hotel, and Embarcadero Center West.

The existing, two- to five-story buildings on the project site cast shadows on streets and sidewalks in the project vicinity and on Maritime Plaza.

PROJECT EFFECTS

Planning Code Section 295, the Sunlight Ordinance, was adopted in 1984 pursuant to voter approval of Proposition K to protect certain public open spaces from shadowing by new structures. Section 295 generally prohibits the issuance of building permits for structures over 40 feet in height that would shade property under the jurisdiction of the Recreation and Park Commission during the period from one hour after sunrise to one hour before sunset, at any time of the year, unless the City Planning Commission, in consultation with the General Manager of the Recreation and Park Commission, determines that such shade would not have a significant impact on the use of such property. Thus, a project would have a significant effect if it would result in substantial new shadow on public open space under the jurisdiction of the Recreation and Park Commission during these hours.

On the basis of studies completed for the project sponsor, the proposed project has been designed to cast no new shadow on Maritime Plaza, a public open space under the jurisdiction of the Recreation and Park Commission. Existing shadow conditions were modeled to create a three-dimensional development envelope. The existing shadow model incorporated the topography of the project vicinity, mass and height of existing buildings on the project site and in the project vicinity, and the annual rotation and position of the earth and sun. The resulting shadows envelope was used to design the proposed project's massing and setbacks, such that the project would cast no net new shadow on Maritime Plaza. In addition, a computer program analyzed net new shadow on open space, taking into account existing buildings and shading of Maritime Plaza showed that the proposed project would add zero net shade on Maritime Plaza during the times specified by Section 295.[1]

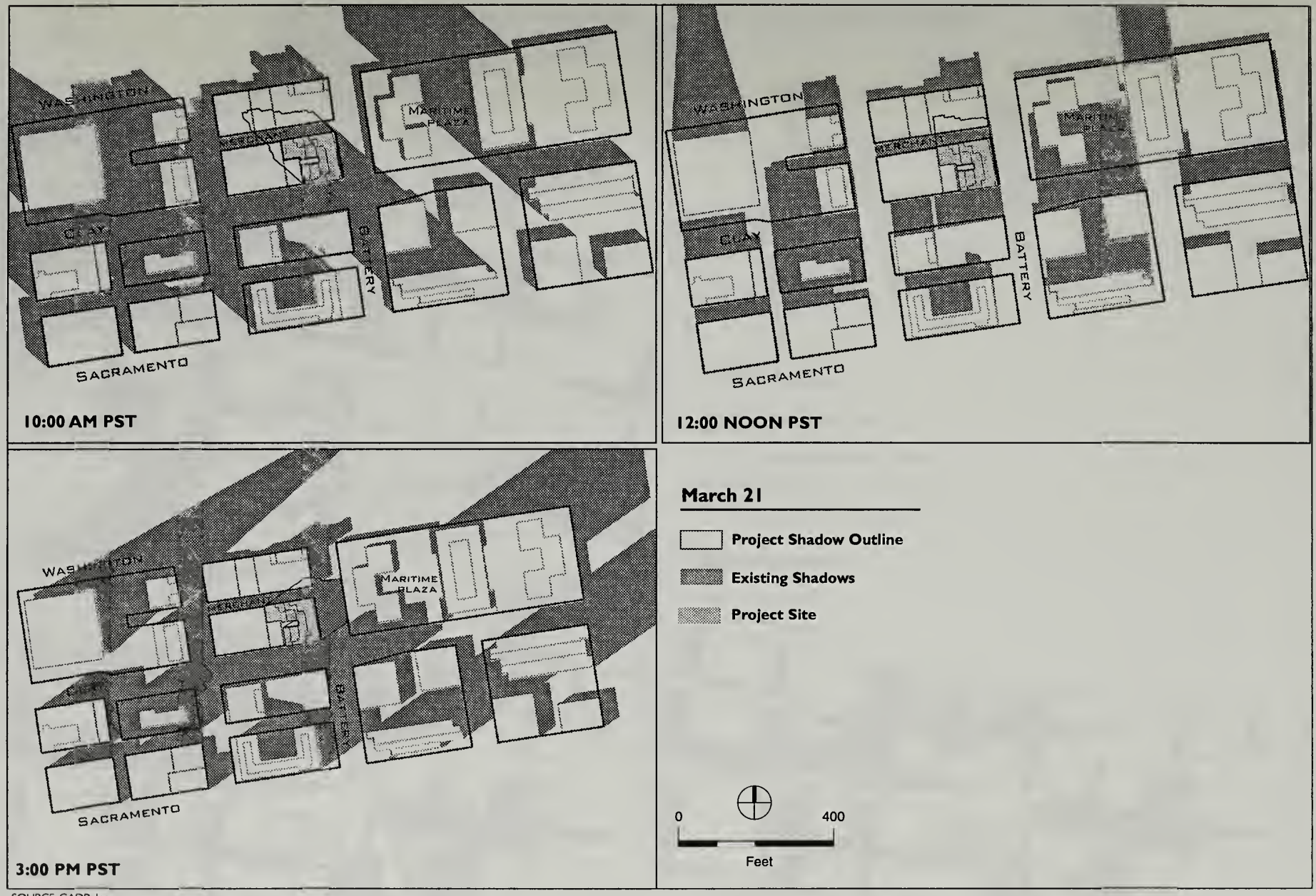
Shadow patterns for existing buildings in the project area (including existing buildings on site) and the project are shown in Figures 9-12 for representative times of the day during the four seasons: during winter and summer solstices, when the sun is at its lowest and highest, and during spring and fall equinoxes, when the sun is at its midpoint. Shadow conditions from July through December mirror conditions from January through June (notwithstanding daylight

SOURCE: CADP, Inc.

EIP ASSOCIATES

BATTERY STREET HOTEL

FIGURE 9: SHADOW PATTERNS - DECEMBER 21 (10 A.M., NOON, 3 P.M. PST)



SOURCE: CADP, Inc.

EIP ASSOCIATES

BATTERY STREET HOTEL

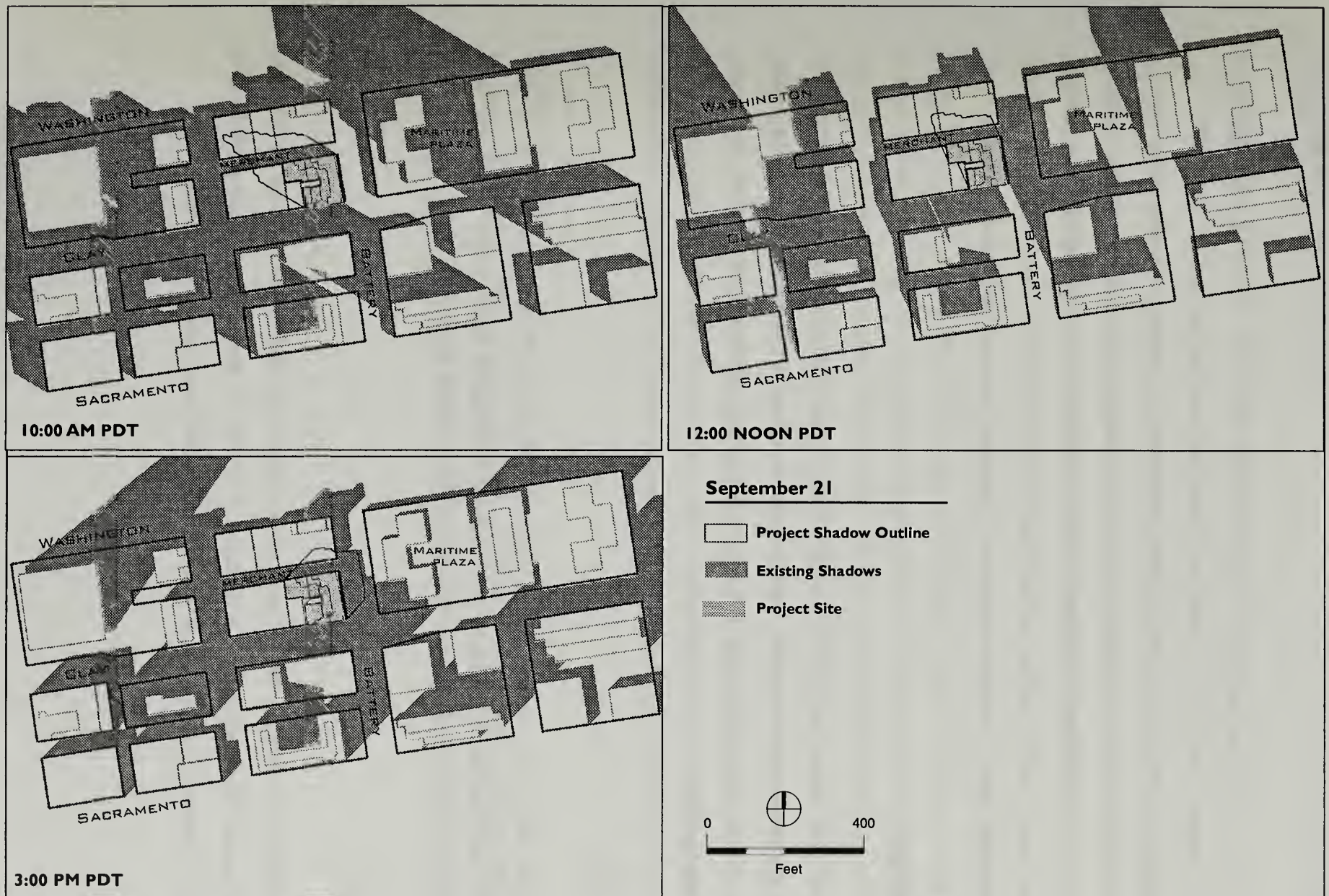
FIGURE 10: SHADOW PATTERNS - MARCH 21 (10 A.M., NOON, 3 P.M. PST)

SOURCE: CADP, Inc.

EIP ASSOCIATES

BATTERY STREET HOTEL

FIGURE 11: SHADOW PATTERNS - JUNE 21 (10 A.M., NOON, 3 P.M. PDT)



SOURCE: CADP, Inc.

EIP ASSOCIATES

BATTERY STREET HOTEL

FIGURE 12: SHADOW PATTERNS - SEPTEMBER 21 (10 A.M., NOON, 3 P.M. PDT)

saving time). The times selected for analysis include 10:00 AM, 12:00 PM, and 3:00 PM Pacific Standard Time (PST) in March and December, and Pacific Daylight Time (PDT) in June and September. The analysis includes shadow cast on streets, sidewalks, pedestrian areas, and open space in the area of potential project impact. The diagrams show existing and approved building shadow in a lighter shading. The proposed project's shadow boundary is outlined, and in darker shading, net new shade resulting from the project. The outline shows the maximum shade, as if there were no existing shade from intervening buildings.

December 21

At 10:00 AM, noon, and 3:00 PM on December 21, the proposed project would not newly shade any sidewalks in the vicinity, and would not add shade to Maritime Plaza. The project would add shade to the roof and skylights of 432 Clay Street, west of the project site, during morning periods.

March 21

At 10:00 AM, noon, and 3:00 PM on March 21, the project would not result in any net new shade on streets or public open space. The project would add shade to the roof and skylights of 432 Clay Street, west of the project site, during morning periods.

June 21

At 10:00 AM on June 21, the proposed project would add shade to about 50 feet of Merchant Street north of the project site. At noon and 3:00 PM, the project would shade portions of the center of Merchant Street. The project would not shade any public open space.

September 21

At 10:00 AM, noon and 3:00 PM on September 21, the project would not result in any net new shade on streets or public open space. The project would add shade to the roof and skylights of 432 Clay Street, west of the project site, during morning periods.

The proposed project would theoretically shade Maritime Plaza at certain times of year, as shown, for example, at 3:00 PM on December 21 in Figure 9, above. However, as confirmed in the analyses cited on p. 43, any potential project shadow on Maritime Plaza during the times specified by Section 295 would be entirely within shadow cast by existing buildings, including those at the project site. Thus, the project would not create new shadow, and would not change the use or experience of visitors to Maritime Plaza. For these reasons, the project shadow effects would not be considered significant adverse effects. The conclusions of no significant shadow effects may be subject to a final determination by the Planning Commission and the General Manager of the Recreation and Parks Department, as provided in Section 295.

NOTES: Shadows

1. CADP Associates, *Shadow Impact Evaluation for the Battery Street Hotel: 1999.613E,* San Francisco, prepared for EIP Associates, September 28, 2000, and *Square-Foot-Hour Computations*, January 2, 2001. These documents are on file and available for public review at the Planning Department, 1660 Mission Street, San Francisco.

D. TRANSPORTATION[1]

SETTING

TRAFFIC

The primary regional access to the project is via Interstate 80 (I-80) and US 101. I-80 connects San Francisco to the East Bay and points east via the San Francisco-Oakland Bay Bridge, located 0.8 miles south of the project site. US 101 serves San Francisco and the Peninsula/South Bay, and extends north via the Golden Gate Bridge to the North Bay. The US 101 freeway merges with I-80 to the south of the project site. Eastbound access is provided with an on-ramp at First/Harrison, and off-ramps at Fourth/Bryant. Westbound access is provided with an on-ramp at Fourth/Harrison, and an off-ramp at Fremont/Harrison. Additional regional access is provided via Interstate 280 (I-280), which connects the South of Market area to southern San Francisco, the Peninsula and the South Bay. Access to I-280 is provided via The Embarcadero with on- and off-ramps on King Street and at Sixth/Brannan.

The Embarcadero runs between China Basin and Taylor Street, near Fisherman's Wharf, and serves as one of the major access routes to the project area. Within the vicinity of the project site, The Embarcadero is a two-way roadway with three travel lanes in each direction. The San Francisco *General Plan* identifies The Embarcadero as a Major Arterial in the CMP network, an MTS network street, a Transit Preferential Street (transit important), part of the Bay, Ridge, and Coast Trail, a Neighborhood Commercial Street, and a Citywide Bicycle Route (No. 5).

Sansome Street is a north-south roadway between Market Street and The Embarcadero. Between Market Street and Washington Street, Sansome Street is a two-way roadway with one southbound travel lane for commercial vehicles and buses and two northbound travel lanes for regular traffic. Parking is prohibited on the east side during the PM peak period for the provision of an additional travel lane in the northbound direction. Sansome Street has 12-foot

sidewalks within the project vicinity. The San Francisco *General Plan* identifies Sansome Street as a Secondary Arterial in the CMP network, an MTS street, a Transit Preferential Street (transit oriented), a Neighborhood Commercial Street, and a Citywide Bicycle Route (No. 11).

Battery Street is a north-south roadway between Market Street and The Embarcadero. In the vicinity, Battery Street is one way southbound with four travel lanes and 12-foot-wide sidewalks. On-street metered parking and loading is generally allowed on both sides of the street, but is only permitted on the west side of the street near the project site. The San Francisco *General Plan* identifies Battery Street as a Secondary Arterial in the CMP network, a Transit Preferential Street (transit oriented), a Neighborhood Commercial Street, and a Citywide Bicycle Route (No. 11).

Washington Street is an east-west roadway between Arguello Boulevard and The Embarcadero. In the vicinity, Washington Street is one-way westbound with three travel lanes, on-street parking on both sides of the street, and 10-foot sidewalks. The San Francisco *General Plan* identifies Washington Street as a Major Arterial in the CMP network, a MTS street, and a Neighborhood Commercial Street.

Merchant Street is an east-west alleyway, operating one-way westbound between Battery and Kearny Streets). However, the street is broken by the Transamerica Building (located between Montgomery and Sansome Streets). Between Battery and Sansome Streets, Merchant Street has on-street metered loading on the north side of the street. The street is 20 feet wide, with 5-foot-wide sidewalks on both sides.

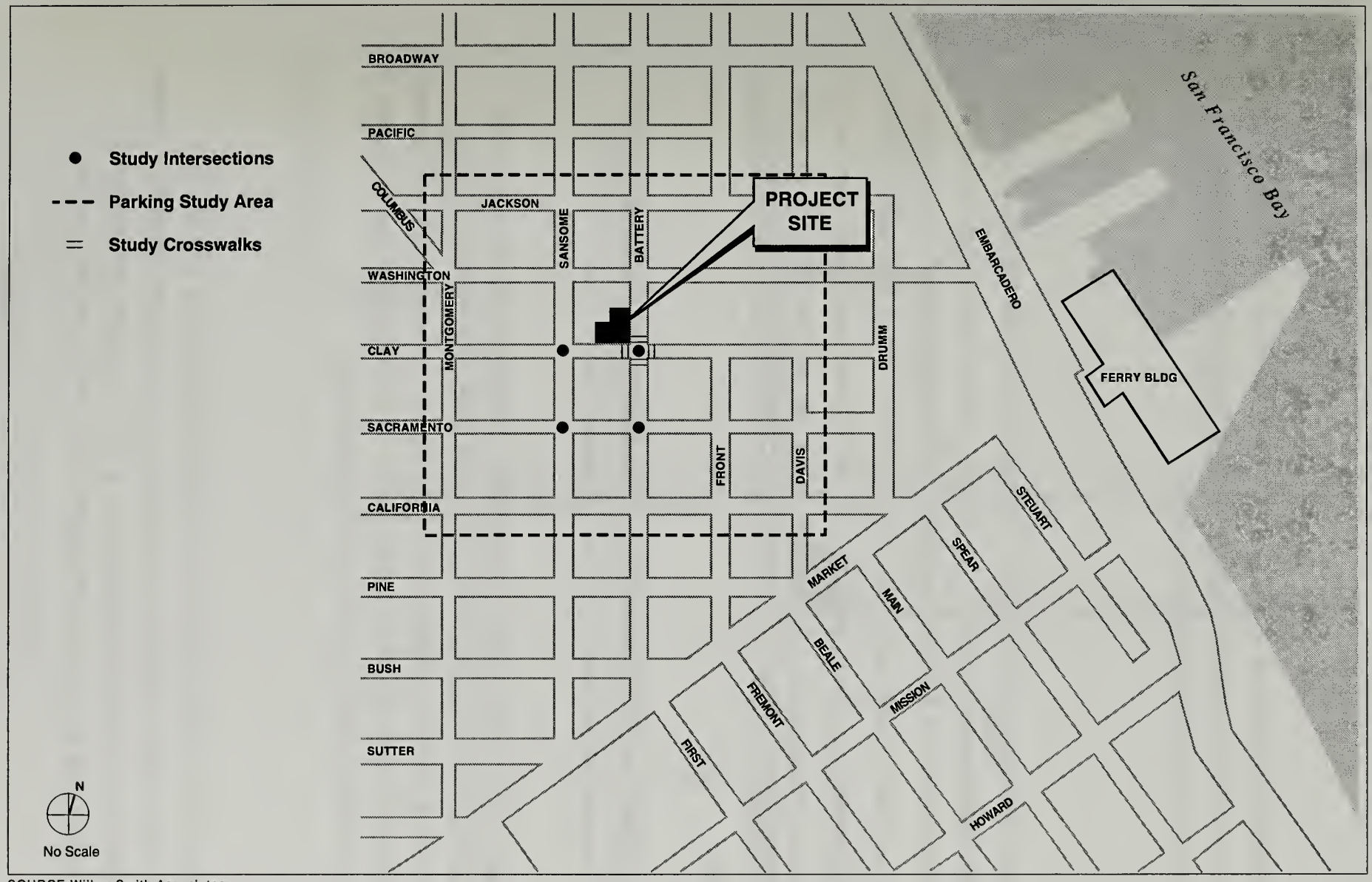
Clay Street is an east-west roadway between Arguello Boulevard and Drumm Street. Within the vicinity of the Proposed Project, Clay Street is one-way eastbound with three travel lanes and 10-foot-wide sidewalks. Between Powell and Kearny Streets, the right-hand lane of Clay Street is dedicated to buses and right-turns during the AM peak period (at other times, on-street metered parking and loading is permitted). Between Kearny and Leidesdorff Street (a

narrow alley between Montgomery and Sansome Streets), the right-hand lane is dedicated to buses and right-turns during both the AM peak period (7:00 to 9:00 AM) and the PM peak period (3:00 to 6:00 PM). East of Leidesdorff Street, the right-hand lane is dedicated to buses and right-turns at all times. Between Sansome and Battery Streets, on-street metered parking and loading is permitted on both sides of the street. The San Francisco *General Plan* identifies Clay Street as a Major Arterial in the CMP network, part of the MTS network, and a Transit Preferential Street (transit important).

Sacramento Street is an east-west direction roadway between Arguello Boulevard and Drumm Street. Near the project site, Sacramento Street is one way with two westbound travel lanes, on-street parking on the south side of the street, and 10-foot sidewalks. The San Francisco *General Plan* identifies Sacramento Street as a Transit Preferential Street (transit important) and a Neighborhood Commercial Street.

Four study intersections were identified as locations likely to be most affected by the proposed project, as they are along the direct access routes to and from the project site. Intersections more distant from the project site were not analyzed as part of this study, since project-related traffic would disperse among the other arterials farther from the site, and consequently would be less than at the study intersections. Figure 13 presents the local street network.

The transportation study evaluated intersection operating conditions for the weekday PM peak hour (generally 5:00 to 6:00 PM), as this is the peak hour of traffic for the roadway network. All four study intersections are controlled by traffic signals. Operating characteristics of signalized intersections are described by the concept of Level of Service (LOS), which is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection level of service ranges from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. Typically, LOS A, B, C, and D are considered acceptable.



SOURCE:Wilbur Smith Associates

EIP

BATTERY STREET HOTEL

FIGURE 13: TRANSPORTATION STUDY AREA

The existing intersection operating conditions are presented in Table 2, p. 61. Under Existing conditions, three of the four study intersections operate at LOS D or better, and one intersection (Battery/Sacramento) operates at LOS E.

TRANSIT

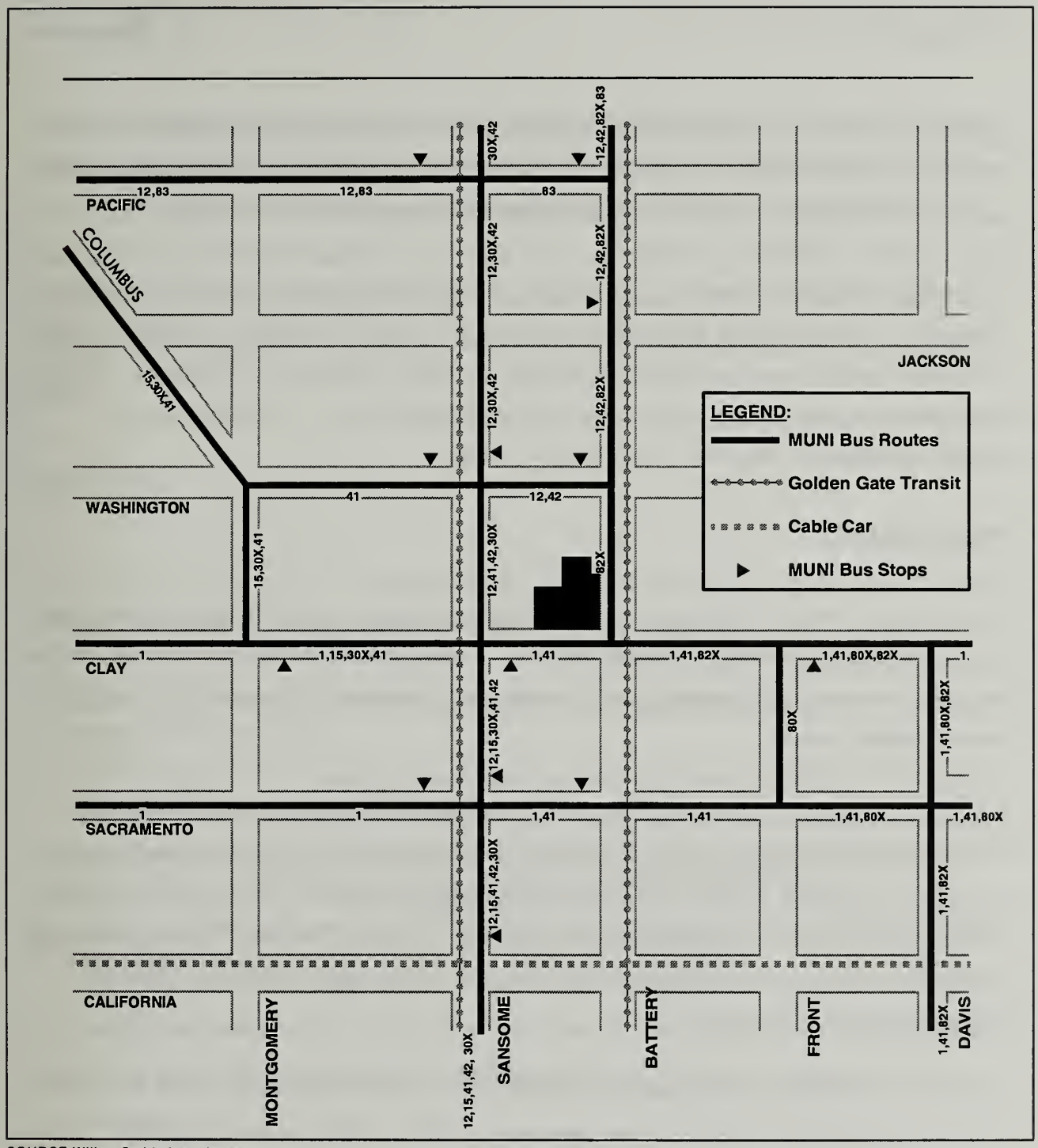
The San Francisco Municipal Railway (MUNI) operates nine bus lines within two blocks of the project site, including the 1-California, 12-Folsom, 15-Third, 30X-Marina Express, 41-Union, 42-Downtown Loop, 80X-Gateway Express, 82-Levi Plaza Express, and 83-Marina (see Figure 14). Four of these lines (30X-Marina Express, 41-Union, 80X-Gateway Express and 82-Levi Plaza Express) operate during the AM and PM peak periods only, whereas the other lines operate throughout the day. Based on MUNI data for 1998 and 1999, all MUNI bus lines currently have available capacity in the vicinity of the project site during the weekday PM peak hour

MUNI also operates other transit service in the vicinity of the project site, including MUNI Metro, the F-Market historic streetcar, and the C-California cable car line.

Regional transit service is also available in the vicinity of the project site, including BART (East Bay and Peninsula), which operates under Market Street, and Golden Gate Transit (North Bay), which operates on Battery and Sansome Streets. Other regional transit operators, including SamTrans (South Bay and Peninsula) and AC Transit (East Bay), can be accessed at the Transbay Terminal, about 0.5 miles south of the project site.

PARKING

The existing off-street parking conditions were examined within a study area generally bounded by Jackson Street to the north, Davis Street to the east, California Street to the south, and Montgomery Street to the west (see Figure 13, p. 53). The supply and occupancy of public off-street parking facilities were determined for the weekday midday peak period



SOURCE:Wilbur Smith Associates

EIP

BATTERY STREET HOTEL

FIGURE 14: EXISTING TRANSIT NETWORK AND STOP LOCATION

(generally between 1:30 and 3:00 PM), based on field counts conducted in September 2000. Within the study area, there are six public off-street parking facilities, providing about 2,650 spaces and operating at about 88 percent of capacity during the midday peak period.

In general, the on-street parking in the vicinity of the proposed project is mostly comprised of short-term, metered parking spaces with 30-minute and 1-hour time limits. In addition, there are several loading zones and passenger loading zones near business establishments. The on-street parking spaces are typically well-utilized throughout the day, with high turnover; parking occupancy is somewhat lower in the evening.

PEDESTRIANS

In the project vicinity, pedestrian volumes are relatively heavy, especially during the midday and the morning and evening commute periods. Overall, the sidewalks and crosswalks in the area were observed to be operating under satisfactory conditions, with pedestrians moving at normal walking speeds.

Pedestrian conditions were assessed during the weekday midday peak period for the four crosswalks at the intersection of Battery and Clay Streets and for the north sidewalk of Clay Street at the proposed entrance to the lobby of the proposed project. Pedestrian counts were collected in July 1998 and September 2000, between 12:00 and 2:00 PM. Existing pedestrian operating conditions were evaluated for the weekday midday peak 15 minutes (generally between 1:00 and 1:15 PM).

The four crosswalks at the intersection of Battery and Clay Street operate at LOS B or C; the north sidewalk of Clay Street currently operates at LOS B. With these service levels, pedestrians are able to move freely, with only minor conflicts (see Table 3, p. 64).

BICYCLES

In the vicinity of the project site, the following San Francisco Bicycle Routes have been established: Route No. 5 on The Embarcadero, Route No. 10 on Broadway, Route No. 11 on

Sansome and Battery Streets, Route No. 16 on Post and Sutter Streets, and Route No. 50 on Market Street. These are signed bicycle routes, with no designated bicycle lanes except on The Embarcadero north of Broadway. In general, during both the weekday midday and evening periods, bicycle conditions were observed to be operating acceptably, with only minor movement conflicts among bicycles, pedestrians and vehicular traffic. However, some conflicts occur along Battery Street near Market Street with vehicles queued to cross to First Street.

IMPACTS

The City and County of San Francisco generally considers the traffic impacts from a project to be significant if the vehicle trips associated with the project would:

- cause signalized intersection operations to deteriorate from LOS D or better to LOS E or F or from LOS E to LOS F;
- interfere with existing transportation systems, causing substantial alteration to circulation patterns or causing major traffic hazards;
- contribute substantially ("considerably") to cumulative traffic increases at intersections that would result in deterioration of traffic conditions to unacceptable levels; or
- contribute substantially to cumulative traffic increases at intersections already operating at unacceptable levels.

For unsignalized intersections, significant impacts may be identified because of degradation of LOS at two or more key approaches or fulfillment of signal warrants, depending on the circumstances.

Impacts on transit service are assessed by determining the Transit Operations Level of Service (TOLOS), which measures the occupancy of transit vehicles relative to their capacity. TOLOS A through D are acceptable service levels, and TOLOS F is considered an unacceptable service level. Each transit operator determines its service level, typically using a ratio of passengers to seats on transit vehicles. All regional carriers, except BART, use a service standard ratio of one passenger per seat (100%); operations at or above 100% are at

TOLOS E. BART uses a service level of 135% during the peak hour (115% during a three-hour peak period) to account for standees on its trains. TOLOS E for BART is at or above 135% of capacity during the PM peak hour.[2] Local transit service levels are set by Muni, which also accepts a percentage of standees on its vehicles. The Muni service level standards are based on a passenger-per-seat ratio ranging from 100 to 108%, depending on the type of vehicle. For Muni, TOLOS E occurs at 96% of capacity utilization.[3]

Policies in the *San Francisco General Plan* emphasize the importance of public transit use and discourage the provision of facilities that encourage automobile use. In this context, and in the context of San Francisco's high level of transit accessibility, creation of parking demand that cannot be met by existing or proposed parking facilities would not be considered a significant environmental effect. Data on unmet parking demand are presented for informational purposes and may inform decisions regarding project approval. In some unusual circumstances, secondary impacts may result from unmet parking demand, such as substantial changes in neighborhood character or creation of hazardous conditions caused by illegally parked cars.

For this analysis, a project generally would be considered to have a significant effect on the environment if it were to result in substantial pedestrian overcrowding on public sidewalks or crosswalks, creating an unacceptable pedestrian LOS E or F; create hazardous conditions for pedestrians or bicyclists; or otherwise substantially interfere with pedestrian or bicycle accessibility.

Trip Generation

The travel demand analysis was developed based on information contained in the San Francisco Planning Department's *Interim Transportation Impact Analysis Guidelines* from January 2000 (*SF Guidelines*), and the 1990 US Census journey to work data.

Using a daily trip generation rate of 6.92 trips per room for hotel uses, and 150 trips per 1,000 square feet for retail uses, the proposed project would generate approximately 5,060 daily person-trips. About 470 of these trips would occur during the weekday PM peak hour (see Table 1). However, because the proposed project would displace the existing buildings at the project site, the analysis accounted for the number of person-trips generated by these existing land uses. Based on field surveys, it was estimated that the existing uses generate about 150 trips during the weekday PM peak hour. As a result, the proposed project would result in about 320 net-new person-trips during the weekday PM peak hour, as shown for Net New Trips in Table 1.

The net-new person-trips were distributed to eight general geographical origin/destination areas, including four within San Francisco, three other regions within the Bay Area, and one to include all locations outside the Bay Area. The mode split analysis then determined the portion of these trips made via automobile, transit or other modes of travel (based upon the origin/destination of the trip and the availability of the various travel modes). Overall, as shown in Table 1, during the weekday PM peak hour, there would be approximately 98 net-

TABLE 1
TOTAL AND NET NEW PROJECT TRIP GENERATION BY MODE
WEEKDAY PM-PEAK HOUR

Land Use	Person-Trips				Vehicle-Trips[2]
	Auto	Transit	Walk/Other[1]	Total	
Hotel	76	106	48	230	47
Retail	68	41	130	239	39
Total New Trips	144	147	178	469	86
Existing Trips	(46)	(64)	(43)	(153)	(35)
Net New Trips	98	83	135	316	51

Notes:

1 "Other" mode includes bicycles, motorcycles, and taxis.
2 Converts auto person-trips to vehicle-trips, based on average vehicle occupancy in the C-3 District, cited in the Department's *Transportation Guidelines.*

Source: Wilbur Smith Associates

new auto person-trips (31 percent of total), 83 net-new transit person-trips (26 percent) and 135 net-new walk/other person-trips (43 percent). Based on average vehicle occupancy in the C-3 District, the 98 net-new auto person-trips would generate 51 net-new vehicle-trips during the weekday PM peak hour, of which 14 would be inbound to the project site and 37 would be outbound. Combined, about 46 percent of the person-trips generated by the proposed project would travel to and from areas within San Francisco, about 30 percent would travel to and from the Bay Area (including North Bay, East Bay and South Bay), and 26 percent would travel outside the region. These distribution patterns were used as the basis for assigning project-related trips to the local streets in the study area, and to the local and regional transit service.

As the project would not provide parking, the analysis assumed that project parking demand would be accommodated at nearby public parking. The Golden Gateway Garage is directly east of the project site across Battery Street and has the lowest occupancy rate of nearby parking garages; therefore, the project-generated vehicle-trips were assigned to and from that location.

EXISTING PLUS PROJECT CONDITIONS

Traffic

The addition of the 51 net-new vehicle-trips (14 inbound and 37 outbound) during the weekday PM peak hour would result in a nominal change in the average delay per vehicle at the study intersections, as shown in Table 2.[4] All study intersections would continue to operate at the same service levels as under Existing conditions. The project would not have significant project impacts on traffic conditions.

TABLE 2
INTERSECTION LEVEL OF SERVICE
EXISTING, EXISTING PLUS PROJECT, 2015 CUMULATIVE CONDITIONS

	Existing		Existing plus Project		2015 Cumulative Conditions	
Intersection	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
Sansome / Clay	17.1	C	19.6	C	30.1	D
Sansome / Sacramento	16.7	C	21.0	C	32.9	D
Battery / Clay	30.8	D	34.1	D	53.0	E
Battery / Sacramento	41.5	E	45.1	E	53.7	E

Source: Wilbur Smith Associates

Transit

The proposed project would generate about 83 net-new transit trips during the weekday PM peak hour (14 inbound and 69 outbound). These trips to and from the project site would take nearby MUNI bus lines and may transfer to other MUNI lines or the regional transit providers. In the vicinity of the project site, the nearby bus lines generally have available capacity during the weekday PM peak hour that could be used to accommodate the trips generated by the project. In addition, it is anticipated that some riders would walk to the Embarcadero Station to access BART and MUNI Metro, or to the Ferry Building to access ferry service. The project would not create a significant impact on transit service.

Parking

Parking demand consists of both long-term demand (including hotel guest, residential and employee parking) and short-term demand (typically visitor parking). Parking demand for the proposed project was determined based on the methodology presented in the *SF Guidelines*. For the hotel use, it was estimated that hotels generate long-term demand only, at a rate of one space per four rooms. For the retail use, the long-term parking demand was estimated by determining the number of employees (at 350 square feet per employee) and applying the

average mode split and vehicle occupancy from the trip generation estimation; short-term parking was estimated based on the total daily visitor trips and an average turnover rate.

The parking demand associated with the existing land uses at the project site was also calculated, using a similar methodology. The long-term parking demand was estimated by determining the number of employees (at 276 square feet per employee for office and 350 square feet per employee for retail and restaurant) and applying the average mode split and vehicle occupancy from the trip generation estimation. The short-term parking was estimated based on the total daily visitor trips to each land use and an average turnover rate.

The proposed project would generate a total parking demand for about 135 spaces, of which 98 spaces would be required for long-term demand and 37 for short-term demand. However, since the existing uses currently generate a demand for 63 long-term spaces and 20 short-term spaces, the net-new demand would be for a total of 52 parking spaces.

As the project would not provide any parking, there would be a shortfall of 52 spaces. As previously discussed, the public off-street parking facilities in the nearby vicinity are currently operating at 88 percent of capacity, with approximately 320 available parking spaces (primarily in the Golden Gateway Garage); the on-street parking is generally fully occupied during the day. However, the peak parking demand for the proposed hotel and residential units typically occurs overnight, during which there would be additional parking spaces available at the public parking facilities and on-street. Overall, the proposed project would not have a significant impact on the area-wide parking conditions.

The *Planning Code* does not require the provision of off-street parking for the hotel and retail uses in the C-3 District.

Pedestrians

Pedestrian trips generated by the proposed project include walk trips to and from the proposed land uses, plus walk trips to and from nearby parking facilities and transit operators. Overall, the proposed project would add about 300 net-new pedestrian trips during the weekday PM peak hour. These net-new pedestrian trips could be accommodated on the existing sidewalks adjacent to the project site and would not substantially affect the current crosswalk conditions at the intersection of Battery/Clay. The additional pedestrian trips generated by the proposed project would result in a minimal change in the square feet per pedestrian and pedestrians per minute per foot at the study locations, and all locations would continue to operate at the same service levels as under existing conditions. Table 3 shows pedestrian level of service conditions at the study intersections.

Bicyclists

Development of the proposed project would potentially result in an increase in bicycle activity in the area, and a portion of the "other" trips that would be generated by the proposed project during the weekday PM peak hour would be new bicycle trips to the area. With the current bicycle and traffic volumes on the adjacent streets, bicycle travel generally occurs without major impedances or safety problems. Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to affect bicycle travel in the area. In addition, the project would not create any additional curb-cuts or driveways that may affect the bicycle route on Battery Street. The primary use of the proposed project would be hotel, which would not be required to provide any bicycle facilities. The proposed project would not create a significant impact on bicycle conditions.

TABLE 3
PEDESTRIAN LEVEL OF SERVICE

Location	Width	M.O.E.[1]	Level of Service
Battery/Clay			
North Crosswalk	11 feet	76 sqft/ped	B
South Crosswalk	11 feet	34 sqft/ped	C
East Crosswalk	10 feet	45 sqft/ped	B
West Crosswalk	10 feet	43 sqft/ped	B
Clay Street			
North Sidewalk	10 feet[2]	6 peds/min/foot	B

Notes:

[1] Measure of Effectiveness – Presented as Square Feet per Pedestrian for the Maximum Surge conditions for crosswalk locations, Pedestrians per Minute per Foot for the Platoon conditions for sidewalk location.

[2] Although the north sidewalk of Clay Street is 10 feet wide, the effective width is only 5 feet.

Source: Wilbur Smith Associates

Loading

Freight delivery and service vehicle demand was estimated based on the methodology and truck generation rates presented in the *SF Guidelines*. The project would generate approximately 14 delivery/service trips per day, mostly generated by the proposed hotel use. This corresponds to a demand for less than one loading space during an average hour of loading activities, and would mean that two vehicles would be unlikely to coincide. It is anticipated that most of the delivery/service vehicles would be small trucks and vans. Since the proposed project would generate a loading demand for less than one space and would be unlikely to result in more than one loading vehicle at one time, the proposed loading space would meet the demand. The *Planning Code* would require one off-street freight loading space for the proposed uses. Therefore, the proposed project would meet the code requirements.

The proposed loading dock would be located on Merchant Street, an east-west alleyway that operates in the westbound direction. Service vehicles would use southbound Battery Street to Merchant Street, and use northbound Sansome Street upon exiting Merchant Street. Merchant

Street is 20 feet wide and has on-street parking (metered truck loading spaces) along the north curb, resulting in 12 to 14 feet available for a travel lane. A majority of the loading demand would consist of small vans and trucks, which could enter and exit the loading dock without multiple maneuvers. However, the 20-foot width of Merchant Street would make it difficult for larger delivery vehicles (such as 30-foot single-unit trucks and tractor-trailers) to enter and exit the loading dock. These vehicles would likely park on Merchant Street and access the proposed project via the loading dock entrance. Due to the expected infrequent demand for these larger vehicles and low traffic volumes on Merchant Street, this would not be a significant impact. In addition, there are currently three metered truck loading spaces on Battery Street adjacent to the project site, plus metered truck loading spaces along the north side of Merchant Street. It is anticipated that some of the deliveries to the project would use these spaces.

To accommodate drop-offs and pick-ups for the proposed hotel and residential uses (including taxis, shuttle buses and vans), the proposed project would propose to establish a passenger loading (white) zone on Clay Street, adjacent to the hotel/residential lobby. This zone would be 40 feet long, and would require the elimination of two on-street metered parking spaces. The project would not include a taxi queuing zone on Clay Street. It should be noted that there is currently a 40-foot-long passenger loading space on Battery Street, primarily for the adjacent restaurant use. With the displacement of the existing uses at the project site, it is anticipated that this loading zone could be removed and be replaced by metered parking spaces. Thus, there would be no net change to the on-street parking supply. It is anticipated that a space for two vehicles would be sufficient to accommodate the demand for passenger loading.

The *Planning Code* requires the provision of one off-street tour bus loading space for hotels with between 201 and 350 rooms. Since the proposed project would not provide any tour bus loading facilities, it would not meet the *Planning Code* requirements. As noted in the Project Description, p. 20, the hotel patronage would be membership based, and it is not anticipated that the project would generate large tour bus operation. Drop-offs and pick-ups by other

vehicles would be accommodated in the proposed white zone on Clay Street. The project would seek an exception to the *Planning Code* Section 162 requirement for tour bus loading.

Construction

Project construction would take approximately 16 months, starting in 2001 and ending by mid-2002. Construction-related activities would typically occur Monday through Friday from 7:00 AM to 4:00 PM. It is anticipated that periodic work may occur on Saturdays, on an as-needed basis.

Construction staging would occur primarily within the project site and the adjacent sidewalks. To accommodate construction staging and to provide a temporary pedestrian walkway, the parking lane along the Merchant, Battery and Clay Streets frontages would be closed during construction. It is not anticipated that any traffic lanes would need to be closed during construction. In addition, it is not anticipated that any MUNI bus stops would need to be relocated during construction of the proposed project.

During the construction period, there would be a flow of construction-related trucks into and out of the site. The impact of construction truck traffic would be a temporary lessening of the capacities of streets due to the slower movement and larger turning radii of trucks, which may affect both traffic and MUNI operations. There would be an average of 5 to 15 construction trucks per day, depending on the phase. It is anticipated that most of the construction-related truck traffic would use I-80/US 101 to travel to and from the project site. To access the project site from I-80/US 101, trucks would use the nearby off-ramps at Fourth/Bryant and Fremont/Harrison, and travel on The Embarcadero, Third and Kearny Streets, or Main and Drumm Streets. To return to I-80/US 101, trucks would use the nearby on-ramps at First/Harrison and Fourth/Harrison, and travel on Battery and First Streets.

On average, there would be between 20 and 50 construction workers per day at the project site. Although trip distribution and mode split data are not available for the construction

workers, it is anticipated that the addition of the worker-related vehicle trips or transit trips would not substantially affect the transportation conditions, as any impacts on the vehicle and transit network would be less than for operation of the project after completion. Since the nearby parking facilities currently have availability during the day, it is anticipated that construction worker parking demand could be accommodated without substantially affecting area-wide parking conditions.

2015 CUMULATIVE ANALYSIS

A 2015 Cumulative analysis was conducted to evaluate the future traffic conditions in the vicinity of the proposed project. Cumulative traffic growth would occur from other developments in the project area, as well as from the proposed project. For the development of future 2015 Cumulative traffic volumes, a 1.0 percent per year growth rate was used (a total of 16.1 percent growth for 15 years). These future traffic volumes were used to forecast the levels of service at the four study intersections under 2015 Cumulative conditions during the weekday PM peak hour. As shown in Table 2, p. 61, the two study intersections along Battery Street would operate at LOS E under the 2015 Cumulative conditions, and the two intersections along Sansome Street would operate at LOS D.

The poor weekday PM peak hour intersection operations at the intersections of Battery/Clay and Battery/Sacramento under the 2015 Cumulative conditions would primarily be a result of the high volume of traffic destined to I-80/Bay Bridge.

To assess the effect of project-generated traffic on 2015 Cumulative conditions, the proposed project's percent contribution to the 2015 Cumulative traffic volumes was determined. Two different percent contributions were calculated: the project-generated traffic as a percent of total 2015 Cumulative traffic volumes, and the project-generated traffic as a percent of only the increase in traffic volumes between Existing and 2015 Cumulative conditions.

As Table 2 indicates, the proposed project would have a relatively small contribution to the total 2015 Cumulative traffic volumes — approximately 2 percent. The proposed project's contribution to the growth in traffic volumes between Existing and 2015 Cumulative conditions would be between 12 and 15 percent.

The only study intersection that would deteriorate to unacceptable operations between Existing and 2015 Cumulative conditions would be the intersection of Battery and Clay Streets, a significant cumulative impact. At this intersection, the proposed project would contribute about 13 percent to the growth in traffic volumes between Existing and 2015 Cumulative conditions. At this intersection, there are two critical movements: southbound through and eastbound right, both towards I-80/Bay Bridge. The majority of the traffic generated by the project at that intersection would be in the eastbound through direction (towards the Golden Gateway Garage), and not one of the critical left-turn movements. Overall, about one-third of the project-generated vehicle-trips through the intersection of Battery and Clay Streets (less than 5 percent of additional cumulative trips) would travel along one of the critical movements. However, because the proposed project would contribute 13 percent of the overall growth in traffic at this intersection, it would be a considerable contribution to a significant cumulative impact.

NOTES – Transportation

1. Wilbur Smith Associates, *Battery Street Hotel Transportation Study, Case No. 200.613E*, and Addendum, January 11, 2001. These documents are on file and available for public review at the Planning Department, 1660 Mission Street, Fifth Floor, San Francisco.

2. *Interim Transportation Impact Analysis Guidelines*, San Francisco Planning Department, January 2000, Appendix F.

3. *Interim Transportation Impact Analysis Guidelines*, San Francisco Planning Department, January 2000.

4. Since the proposed project would not provide any parking facilities, it was assumed that the proposed project's parking demand would be accommodated in a nearby public parking facility (such as the Golden Gateway garage). Therefore, the net-new vehicle-trips were assigned to the local roadway network between the project site and the origin/destination of each trip, and between the project site and nearby parking, which would result in a conservative estimate of the effects of project-generated trips.

E. ARCHEOLOGICAL RESOURCES

SETTING[1]

Prior to the Gold Rush, the San Francisco Bay region was rich in natural resources. The abundance of natural resources supported a large, thriving Native American population for thousands of years prior to the arrival of the first European explorers in the last quarter of the 18th century. Native American shellmounds once dotted the shoreline of San Francisco Bay. However, extensive and ongoing development has eroded these resources and few Indian shellmounds have been investigated by archeologists for lack of first-hand data.

Historic maps and other documents confirm that prior to the Gold Rush, the project site lay entirely submerged beneath San Francisco Bay, at a depth of approximately 20 feet. In 1849, at the start of the Gold Rush era, the beach between Jackson and Pine Streets lay roughly along Montgomery Street, about 200 meters to the west of the project site. All available data suggest that the possibility of encountering prehistoric, or protohistoric, cultural remains within the project area is extremely low. Similarly, the chance of encountering subsurface cultural materials from the Spanish, Mexican and/or Early American periods is slim due to the limited population and maritime traffic in the San Francisco Bay area during these times, as well as the project site being submerged under water until the Gold Rush era.

During the five-year span between 1849 and 1854, San Francisco was the scene of an unprecedented boom in population and construction. Literally overnight, the dynamic young city grew into the principal American metropolis on the Pacific Coast. Wharves and piers were constructed, and streets on pilings were erected to connect one wharf to the next. During the early months of the Gold Rush, the crush of immigrants created a severe shortage of available commercial and residential buildings. To cope with this problem, local entrepreneurs and real estate speculators turned to the numerous wooden sailing ships anchored in the bay as a source of prime commercial space.

In May 1998, archeologists with the firm Archeo-Tec conducted a systematic review of maps, drawings, oral accounts and other relevant historical documents pertaining to mid-19th century historical development in the vicinity of the proposed Battery Street Hotel. Historical documents revealed that the remains of a well-known Gold Rush-era storeship, the *General Harrison*, potentially lie buried at the northwest corner of Battery and Clay Streets, within the confines of the project site. The hulk of the *General Harrison* is situated approximately one block to the east of San Francisco's most famous Gold Rush era storeship, the *Niantic*, and about one block south of a third well-known storeship, the *Apollo*.

The *General Harrison* measured 126 feet in length, 26 feet in breadth, and 13 feet in depth. The vessel was built in Newbury, Massachusetts and registered on April 28, 1849. Relatively little specific documentation exists with respect to the seagoing career of the *General Harrison*. However, historic documents reveal that the *General Harrison* began her final voyage on August 3, 1849 from Boston, and arrived at San Francisco's Yerba Buena Cove on February 3, 1850. San Francisco's Gold Rush-era harbor, Yerba Buena Cove, was crowded with ships throughout the first half of 1850. Upon arrival in California, the *General Harrison*, like many other vessels, was abandoned and soon lay derelict. By the close of May 1850, the abandoned *General Harrison* had been sold and moved to what is now the northwest corner of Clay and Battery Streets, and converted into a storeship. However, like the *Niantic* and the *Apollo*, the ship was destroyed in the fire of May 3-4, 1851. In the aftermath of the fire, the charred hulk of the *General Harrison* was partially salvaged. Archival sources concur that the hulk remains buried within the confines of the present project area. Several archival sources discuss the orientation of the *General Harrison* at this location, stating that the ship's bow pointed toward the nearby Niantic at the northwest corner of Clay and Sansome Streets, and lay at an "angled position" near the northwest corner of Clay and Battery Streets.

In April 2000, Archeo-Tec initiated a second program of archival research for any additional historical data that might exist regarding the *General Harrison*'s location, orientation, state of preservation and cultural associations.[2] The program reviewed relevant primary documents,

including newspapers from 1850-1851, city directories, Gold Rush-era diaries, relevant maps, drawings, photographs and other pertinent documents. While the storeship was mentioned in a number of the documents consulted, no conclusive information concerning the vessel's orientation, state of preservation or cultural association was encountered.

In May 1990, Archeo-Tec conducted a focused program of testing and evaluation to determine whether the *General Harrison* was located within the restricted area of the proposed elevator shaft near the western perimeter of the project site.[3] The testing consisted of twelve hand-excavated exploratory borings at selected locations within the proposed elevator shaft area and a thirteenth boring within 5 to 10 feet of the project area's southwestern edge. All thirteen borings were excavated to a maximum depth of 6 feet, 6 inches, which would exceed the maximum depth of excavation required for the proposed elevator shaft.

All thirteen borings were excavated well into what appeared to be culturally sterile sands and/or deposits of bay mud. In general, the thirteen borings revealed a uniform stratigraphic profile. The uppermost layer contained a thin stratum of historic fill. In most of the borings, small to moderate quantities of brick rubble, chunks of concrete, a few scraps of wood and an assortment of historic period refuse (i.e., glass shards, ceramic fragments, and three pieces of corroded metal) were noted and/or recovered in this layer. The second layer consisted of a fine-grained, medium brown, or gray-brown sand, which became increasingly wet with depth. In most of the borings, ground water was encountered at depths ranging between 3 to 5 feet below the top of the concrete basement slab. No cultural materials were identified and/or recovered from the second layer. Finally, the third stratigraphic layer was encountered only within two borings and consisted of a dense gray/black clay known locally as bay mud. This layer contained no cultural deposits.

IMPACTS

As described in California Environmental Quality Act (CEQA) Guidelines Section 15064.5, a project may have a significant effect on the environment if it causes "a substantial adverse change in the significance of an historical resource." A "substantial adverse change" regarding the significance of historic resources means "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired."

The most potentially significant cultural resources within the Battery Street Hotel project site would consist of the buried hulk of the storeship *General Harrison* as well as any assemblage of associated artifacts.[4] Given their age and association with important events in San Francisco's history, such materials would represent cultural resources of potential significance.

The proposed excavation would be approximately three feet below the existing basement grade, throughout the project site, and up to six feet for the elevator shaft. Construction would require pile driving throughout the site.

As described above, archeological testing on part of the site encountered no cultural material related to the potential presence of the *General Harrison*. Archeo-Tec concluded that excavation of the proposed elevator shaft near the western perimeter of the site would result in no impacts to the hulk of the *General Harrison* or any associated cultural resources, even in the highly unlikely event that such cultural remnants lay buried below the maximum depth of the above-described test borings (i.e., excavation of the six-foot-deep elevator shaft would not disturb cultural resources below this grade).

It remains possible that presently unanticipated cultural resources, including remains of the *General Harrison*, might be encountered during excavation of the basement by up to three feet, or by drilling for piles. The project would include a mitigation measure to carry out further

pre-construction testing to document the potential for cultural resources throughout the site that could be disturbed by excavation or pile-driving. The pre-construction testing would likely include borings or other sub-surface testing, after demolition of the existing buildings made the site accessible for such testing. The measure would also include recommendations for any further monitoring, on-site investigation, or documentation, preservation and recovery of cultural material. Implementation of this measure would avoid significant adverse effects on potential sub-surface historic resources at the project site. See Mitigation Measure No. 8, p. 80.

Mitigation Measure No. 8, p.80, would reduce the potential level of impact on cultural resources encountered during construction to a less than significant level by ensuring that appropriate steps are taken to retrieve any significant cultural resources discovered on site.

NOTES - Archeological Cultural Resources

1. *Archival Cultural Resources Evaluation of the Proposed Battery Street Hotel Project, Located at the Northwestern Corner of Battery and Clay Streets, San Francisco, California,* Archeo-Tec Inc., May 1998. This report is on file and available for public review at the Planning Department, 1660 Mission Street, Fifth Floor, San Francisco.

2. Archeo-Tec Inc., letter to EIP Associates, May 2, 2000. This report is on file and available for public review at the Planning Department, 1660 Mission Street, Fifth Floor, San Francisco.

3. Archeo-Tec Inc., letter to Masterworks Development Corporation, June 1, 2000. This report is on file and available for public review at the Planning Department, 1660 Mission Street, Fifth Floor, San Francisco.

4. Archeo-Tec Inc., *Archival Cultural Resources Evaluation of the Proposed Battery Street Hotel Project, Located at the Northwestern Corner of Battery and Clay Streets, San Francisco, California,* May 1998.

F. GROWTH INDUCEMENT

Growth inducement analyses under CEQA consider the ways in which proposed projects could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.[1] Projects that are traditionally or most commonly considered growth inducing are those which would remove obstacles to population growth (e.g., a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas, or a new freeway may allow growth at freeway exits).

The proposed Battery Street Hotel would include a 348-room hotel and 17,700 square feet of retail space in downtown San Francisco. The project would not displace existing housing as discussed in the Initial Study, Appendix A, p. A.12.

The proposed 348-room hotel would generate about 120 new hotel and retail jobs[2], and would displace about 100 existing jobs, creating about 20 net new jobs. Some employees in the new hotel would already live and work in San Francisco and would merely change job locations to work at the project site. Others may not live in the City but for reasons other than their job location would choose to remain at their present residential location. A few employees in the new hotel may be new to the area, and would result in a nominal increase in housing demand. No housing units exist on the project site, and none would be displaced as a result of the project.

According to the *Planning Code* Section 303 (g), the Planning Commission must make findings as to the following items in its conditional use determination: (A) the impact of the employees of the hotel or motel on the demand in the City for housing, public transit, child care, and other social services. To the extent relevant, the Commission shall also consider the seasonal and part-time nature of employment in the hotel; (B) the measures that will be taken by the project sponsor to employ residents of San Francisco in order to minimize increased demand for regional transportation; and (C) the market demand for a hotel of the type proposed.

Construction of the project would add to citywide and regional employment on a temporary basis during the site clearing and construction phases of the project, but not to levels that would substantially affect construction workforce levels in the Bay Area.

The construction of a new hotel and residential development would increase the maximum population on the project site by about 20 persons. While potentially noticeable to the immediate adjacent neighborhood, this increase in population on the project site would not substantially increase the existing area-wide population. For these reasons, the project would not be considered to result in significant growth inducement impacts.

NOTES - Growth Inducement

1. *State CEQA Guidelines*, as amended October, 1998, Section 15126.2(d).

2. Based on factor of 0.74 employees per hotel room. This factor includes hotel management and housekeeping functions, as well as retail shops and restaurants and bars in hotels. This employment density factor reflects the level of service of downtown hotels. Source: San Francisco Planning Department and San Francisco Redevelopment Agency, *Mission Bay Final Subsequent Environmental Impact Report*, Case File No. 96.771E, Vol. IV, Appendix C, Table C.6, p. C.4, certified September 17, 1998.

IV. MITIGATION MEASURES PROPOSED TO MINIMIZE POTENTIAL ADVERSE IMPACTS OF THE PROJECT

In the course of project planning and design, measures have been identified that would reduce or eliminate potential environmental impacts of the project. Some of these measures have been, or would be, adopted by the project sponsor and, therefore, are proposed as part of the project; some are under consideration. Implementation of some measures may be the responsibility of public agencies.

Each mitigation measure and its status is discussed below. Measures from the Initial Study (see Appendix A, p. A.1) proposed as part of the project are indicated with an asterisk (*) and follow mitigation measures of topics discussed in the EIR. Mitigation measures identified in this EIR and in the Initial Study would be required by decision makers as conditions of project approval unless they are demonstrated to be infeasible based on substantial evidence in the record.

A. NOISE

MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

*1. If pile driving is necessary to install pile foundations, the project sponsor would require construction contractors to predrill holes to the maximum depth feasible on the basis of soil conditions. Contractors would be required to use construction equipment with state-of-the-art noise shielding and muffling devices. The project sponsor would also require that contractors schedule pile-driving activity for times of the day that would be consistent with Section 2908 of the San Francisco Police Code.

B. AIR QUALITY

MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

*2. The project sponsor would require its contractors to implement as appropriate the BAAQMD's guidelines on basic control measures for emissions of dust during construction: (1) water all active construction areas at least twice daily; (2) cover all trucks hauling soil, sand, and other loose materials or require trucks to maintain at least two feet of freeboard; (3) pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas; (4) sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas; and (5) sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

C. GEOLOGY / TOPOGRAPHY

MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

*3. The project sponsor would ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors any adjacent buildings for damage during construction, if recommended by the geotechnical engineer, in the foundation investigations.

*4. If dewatering were necessary, the final foundation report would address the potential settlement and subsidence impacts of this dewatering. Based on this discussion, the foundation report would determine whether or not a lateral movement and settlement survey would be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey were recommended, the Department of Building Inspection would require that a Special Inspector (as defined in Article 3 of the San Francisco Building Code) be retained by the project sponsor to perform this monitoring. Instruments would be used to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

If dewatering were necessary, the project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding dewatering to avoid settlement of adjacent streets, utilities, and buildings that could potentially occur as a result of dewatering.

*5. The project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside of the shoring itself. Shoring systems would be modified as necessary in the event that substantial movements are detected.

D. WATER QUALITY

MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

The project sponsor would ensure that groundwater from site dewatering and stormwater runoff meets the discharge limitations of the City's Industrial Waste Ordinance by carrying out the following:

*6. If dewatering were necessary, the project sponsor would follow the recommendations of the geotechnical engineer or environmental remediation consultant, in consultation with the Bureau of Environmental Regulation and Management of the San Francisco Public Utilities Commission, regarding treatment, if any, of pumped groundwater prior to discharge to the combined sewer system.

If dewatering were necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the San Francisco Public Utilities Commission to reduce the amount of sediment entering the combined sewer system.

E. HAZARDS

MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

*7. The following material regarding the Maher Ordinance is a requirement of the City Public Works Code. As such, it is not a true mitigation measure, since it is required by law. The requirements of the Ordinance are specified below for informational purposes.

a. As project construction would involve excavation of more than 50 cubic yards of soil, requirements established by Article 20 of the *San Francisco Public Works Code* (i.e., the "Maher Ordinance") would reduce potential effects related to soil contamination to a less-than-significant level. If applicable, the

project sponsor would prepare a Site Mitigation Plan and would agree to ensure that the Site Mitigation Plan is implemented with oversight from the City's Department of Public Health.

The Plan, if prepared, would require that the construction contractor handle and dispose of excavated soils properly, employ worker health and safety and dust control procedures, and encapsulate remaining soils on-site, and also would require a State Registered Professional Geologist or Engineer to certify, at the completion of foundation activities, that all elements of the Site Mitigation Plan had been performed in compliance with Article 20 requirements. Conditions imposed by the Department of Public Health would require dust control measures to ensure "no visible dust" emissions, covering of soil stockpiles, rain water runoff control, and designation of a person with the authority to stop work at any time if a release of contaminated soil occurs or is threatened.

b. A hazardous materials and wastes survey was conducted in the existing building. Asbestos and lead-based paint identified in the buildings would be abated by a licensed abatement contractor prior to renovation of the building. The contractor would follow the City and County of San Francisco Asbestos and Lead-Based Paint Master Abatement Specification.

The project sponsor would follow all required federal, state and local asbestos removal regulations and notification processes required under the permit review process.

All potential PCB-containing equipment and/or fixtures in the existing building would be removed prior to renovation and incinerated at a licensed disposal facility. Any mercury vapor lighting would be removed and recycled prior to building renovation.

All workers involved in removal of hazardous wastes would follow proper decontamination procedures as defined in a site-specific/project-specific health and safety plan which would be required to be submitted for review and approval by the City and County of San Francisco Department of Public Health, Environmental Health Management Section (DPH, EHMS) at least two weeks before any waste on the site is moved. The Health and Safety Plan would be prepared by a safety officer professional with appropriate certification and training. The certified site safety officer would train the project workers on the handling of any hazardous materials and wastes that may be encountered. In addition, the credentials of the certified site safety officer would be submitted to the DPH, EHMS for verification.

F. CULTURAL RESOURCES

MITIGATION MEASURES IDENTIFIED IN THIS REPORT

8. Given the location and depth of excavation proposed, and the likelihood that archaeological resources would be encountered on the project site, the sponsor has agreed to retain the services of an archaeologist. The archaeologist would conduct a pre-excavation testing program to better determine the probability of finding cultural and historical remains. The testing program would use a series of mechanical, exploratory borings or trenches or other testing methods determined by the archaeologist to be appropriate.

   If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the Environmental Review Officer, with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he or she would consult with the Environmental Review Officer, and they would jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

   These additional measures would be implemented by the project sponsor and could include a program of on-site monitoring of all site excavation, during which the archaeologist would record observations in a permanent log. The monitoring program, whether or not there are findings of significance, would result in a written report to be submitted first and directly to the Environmental Review Officer, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual on site as its representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources if they are encountered.

   If evidence of cultural resources of potential significance were found during the monitoring program, the archaeologist would immediately notify the Environmental Review Officer, and the project sponsor would halt any activities that the archaeologist and the Environmental Review Officer jointly determine could damage such cultural resources. Ground disturbing activities that could damage cultural resources would be suspended for a total maximum of four weeks over the course of construction of each building.

   After notifying the Environmental Review Officer, the archaeologist would prepare a written report to be submitted first and directly to the Environmental Review Officer, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measure should be implemented to minimize potential effects on archaeological resources. Based on this report, the

Environmental Review Officer would recommend specific additional measures to be implemented by the project sponsor. These additional measures could include a site security program, additional on-site investigations by the archaeologist, or documentation, preservation, and recovery of cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration or recovery program is to be conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the Environmental Review Officer for review. Following approval by the Environmental Review Officer, copies of the final reports would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. Three copies of the final archaeology reports would be submitted to the Environmental Review Officer, accompanied by copies of the transmittals documenting its distribution.

V. OTHER CEQA CONSIDERATIONS

A. SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

In accordance with Section 21100 (b)(2)(A) and 21100.1(a) of the California Environmental Quality Act (CEQA), and Section 15126.2(b) of the State CEQA Guidelines, the purpose of this chapter is to identify significant impacts that could not be eliminated or reduced to an insignificant level by implementing mitigation measures included as part of the project or by other mitigation measures that could be implemented, identified in Chapter IV, Mitigation Measures, p. 76. With cumulative growth in traffic by 2015, the Battery-Clay intersection would deteriorate from LOS D to LOS E, an unacceptable condition. The project would contribute about 13 percent of this growth in traffic. This would be a considerable contribution to a significant cumulative effect.

With the implementation of mitigation measures outlined in Chapter IV, Mitigation Measures, p. 76, all other potential significant impacts would be reduced to a less-than-significant level. The project sponsor has agreed to implement these mitigation measures in an agreement dated November 22, 2000.[1]

The finding that potential significant impacts would be reduced to less-than-significant levels by implementation of these mitigation measures is subject to final determination by the Planning Commission as part of its certification process for the EIR.

NOTES - Other CEQA Considerations

1. This mitigation agreement form is available for public review at the San Francisco Planning Department in Case File No. 2000.613E.

VI. ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project and discusses environmental impacts associated with these alternatives. The project decision-makers must approve an alternative instead of the proposed project, if that alternative would reduce or eliminate significant impacts of the project and is determined feasible. The determination of feasibility will be made by project decision-makers on the basis of substantial evidence in the record, which shall include, but not be limited to, information presented in the EIR and in comments received on the Draft EIR.

As discussed in Chapter V, the Draft EIR does not identify project-specific significant environmental effects, and there would be no significant adverse effects of the proposed project that could only be reduced or eliminated by selection of an alternative project design, size, or location. This chapter reviews a No-Project Alternative; a Lesser Development Alternative, which would reduce the project's contribution to cumulative traffic effects; and a Hotel-Residential Alternative, as originally proposed with the project.

A. ALTERNATIVE A: NO PROJECT

DESCRIPTION

The No-Project Alternative would entail no change to the site. The proposed project would not be built. Buildings on the project site would not be demolished and none of the existing architectural features would be altered. This alternative would not preclude future proposals for redevelopment of the project site.

IMPACTS

If the No-Project Alternative were implemented, none of the impacts associated with the project would occur. The environmental characteristics of this alternative would be generally as described in the environmental setting sections of Chapter III. Land use, urban design/visual quality, shadow conditions and archeological cultural resources would not change, except as a result of nearby development.

Although the No Project Alternative would not contribute to cumulative transportation impacts, cumulative growth at other locations in downtown would create substantial increases in commute travel, causing significant transportation impacts similar to those described in Section III.D, Transportation, but without the increment of the cumulative effect caused by the proposed project.

B. ALTERNATIVE B: LESSER DEVELOPMENT ALTERNATIVE

DESCRIPTION

The Lesser Development Alternative would include a membership hotel with ground-floor retail; on a smaller scale, the proposed project with the alternative would retain the existing buildings on the project site and reconstruct and connect the interior of each building. In this alternative, development on the project site would include about 110 hotel rooms and a total of about 11,000 square feet of ground-floor retail space. This alternative would not provide parking spaces, as with the proposed project.

IMPACTS

This alternative would retain all existing structures on the project site, and would develop the site with 11,000 square feet of ground-floor retail space and a 110-room membership hotel. Overall, land use conditions would change in a manner similar to that described for the project,

but to a lesser degree. The interior reconstruction of the three existing buildings would not change the height or bulk of buildings on the project site. Alternative B would not change shadows in the area, including shading of Recreation and Park Department open spaces covered by Section 295.

Alternative B would require minimal excavation to accommodate seismic retrofitting. The potential to adversely impact the remains of the *General Harrison* storeship, if it is located within the boundary of the project site, would be similar to impacts of the project. The presence of a qualified archeologist during any excavation or earthmoving activities would mitigate the potential adverse impact on archaeological resources, as with the project.

With the reduction from 348 to 110 hotel rooms, it is anticipated that traffic and transit impacts would be less than those described for the proposed project. Net peak hour traffic generated at the site would be similar to existing conditions, considering that existing uses would be displaced. This alternative would not contribute to cumulative traffic growth at nearby intersections, and would be considered the environmentally superior alternative.

C. ALTERNATIVE C: HOTEL-RESIDENTIAL ALTERNATIVE

DESCRIPTION

The Hotel-Residential Alternative would include up to 308 hotel rooms and 23 residential units, compared to up to 348 hotel rooms with the proposed project. As described in the Initial Study, Appendix A, this alternative was previously proposed by the project sponsor. As with the project, Alternative C would include 17,700 sq. ft. of ground-floor retail space. The size, massing and height of Alternative C would be the same as the proposed project.

IMPACTS

Alternative C would have the same effects as the proposed project on visual quality, shadows, and archaeological resources. With residential units, the alternative would provide a more mixed-use pattern at the site. Other nearby residential areas occur in a one- or two-block radius in the Golden Gateway Center, North Beach and Chinatown neighborhoods.

Alternative C transportation effects would be similar to those of the proposed project. Net P.M. peak-hour vehicle trips for Alternative C would be about 48 trips, compared to 51 trips for the project. Thus, this alternative would have similar effects on intersections in the vicinity, and would contribute to significant cumulative effects at Battery and Clay Streets. With 23 residential units, Alternative C would increase parking demand, compared to the proposed project. The project would have a net parking demand of 52 spaces. Alternative C would have a demand of 76 spaces. This parking shortfall would be met by available parking in public parking facilities, and the alternative would not have a significant impact on area-wide parking conditions. Alternative C would not provide on-site parking for residential uses. The alternative would require either a variance to the Planning Code Section 151 parking requirement for residential uses in the C-3 district (a minimum of one space per four dwelling units, or 6 spaces), or review under Planning Code Section 159(b) for providing parking within 600 feet of the site.

VII. DRAFT EIR DISTRIBUTION LIST

Copies of this Draft EIR or notices of its availability and Draft EIR hearing were mailed or delivered to the following public agencies, organizations, and individuals.

FEDERAL AND STATE AGENCIES

State Office of Intergovernmental Management
State Clearinghouse
1400 Tenth Street, Room 121
P.O. Box 3044
Sacramento, CA 95812-3044

Nandini N. Shridhar
California Department of Transportation
Office of Transportation Planning - B
P.O. Box 23660
Oakland, CA 94623-0660

Christian Gerike
Northwest Information Center
California Archaeological Inventory
Department of Anthropology
Sonoma State University
Rohnert Park, CA 94928

Dr. Knox Mellon, State Historic Preservation Officer
Office of Historic Preservation
California Department of Parks and Recreation
P.O. Box 942896
Sacramento, CA 94296-0001

REGIONAL AGENCIES

Craig Goldblatt
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Joseph Steinberger
Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA 94109

Jean Pedersen
Association of Bay Area Governments
101 Eighth Street
Oakland, CA 94607

Suzan Ryder
Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94604-2050

Jerome Kuykendall
Director of Planning and Policy Analysis
Golden Gate Bridge, Highway and Transportation District
1011 Andersen Drive
San Rafael, CA 94901

Judy Huang
Regional Water Quality Control Board
San Francisco Bay Region
1515 Clay Street, Suite 1400
Oakland, CA 94612

Dennis Baker, Chief of Operations
City of Daly City
Wastewater Treatment Plant
153 Lake Merced Blvd.
Daly City, CA 94015

CITY AND COUNTY OF SAN FRANCISCO

San Francisco Planning Commission
1660 Mission Street
San Francisco, CA 94103

Andrea Green, Secretary
Anita Theoharis, President
Beverly Mills, Vice President
Roslyn Biltmore
Hector Chinchilla
William W. Fay
Cynthia Joe
Jim Salinas

Anthony Delucchi, Director of Property
San Francisco Real Estate Department
25 Van Ness Avenue, 4th Floor
San Francisco, CA 94102

Marcia Rosen, Director
Mayor's Office of Housing
25 Van Ness Avenue, #600
San Francisco, CA 94102

Peter Straus
San Francisco Municipal Railway
MUNI Planning Division
949 Presidio Avenue, Room 204
San Francisco, CA 94115

Maria Ayerdi
Mayor's Office of Economic Development
City Hall, Room 448
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

Frank Chiu, Superintendent
Department of Building Inspection
1660 Mission Street
San Francisco, CA 94103

Capt. Timothy Hettrich
Police Department
Planning Division Hall of Justice
850 Bryant Street, Room 500
San Francisco, CA 94103

Bond M. Yee
San Francisco Department of Parking and Traffic
Traffic Engineering Division
25 Van Ness Avenue
San Francisco, CA 94102

General Manager
Public Utilities Commission
1155 Market Street
San Francisco, CA 94102

Barbara Moy
San Francisco Department of Public Works
Bureau of Street Use and Mapping
875 Stevenson Street, Room 465
San Francisco, CA 94103

John Deakin, Director
Bureau of Energy Conservation
Hetch Hetchy Water & Power
1155 Market Street, 4th Floor
San Francisco, CA 94103

Lorrie Kalos, Asst. Deputy Chief
San Francisco Fire Department
Division of Planning & Research
698 Second Street
San Francisco, CA 94107

Elizabeth Goldstein,
General Manager
Recreation & Park Department
McLaren Lodge, Golden Gate Park
Fell and Stanyan Streets
San Francisco, CA 94117

Director
Mayor's Office of Community Development
25 Van Ness Avenue, Suite 700
San Francisco, CA 94102

Patricia Gerber
Landmarks Preservation Advisory Board
1660 Mission Street
San Francisco, CA 94103

INTERESTED PERSONS, GROUPS, AND ORGANIZATIONS

Bob Jacobvitz
AIA
130 Sutter Street
San Francisco, CA 94104

Carolyn Dee
Downtown Association of SF
5 Third Street, Suite 520
San Francisco, CA 94103

Norm Rolfe
San Francisco Tomorrow
2233 Larkin Street, Suite 4
San Francisco, CA 94109

Tony Kilroy
San Francisco Tomorrow
41 Sutter Street #1579
San Francisco, CA 94104

Charles Chase
Executive Director
San Francisco Architectural Heritage
2007 Franklin Street
San Francisco, CA 94109

Dave Snyder
San Francisco Bicycle Coalition
1095 Market Street, Suite 215
San Francisco, CA 94103

Coalition for San Francisco Neighborhoods
P.O. Box 42-5882
Sab Francisco, CA 94142-5882

Dee Dee Workman, Exec. Director
San Francisco Beautiful
41 Sutter Street, #709
San Francisco, CA 94104

Sue Hestor
Attorney at Law
870 Market Street, Suite #1128
San Francisco, CA 94102

Betsy Thagard
Executive Director
Walk San Francisco
1910 Mission Street
San Francisco, CA 94103

James Chappell, Executive Director
SPUR
312 Sutter Street
San Francisco, CA 94108

Stanley Smith
San Francisco Building & Construction
Trades Council
2660 Newhall Street, #116
San Francisco, CA 94124-2527

Albert Beck
3028 Esplanade Street, Suite A
Chico, CA 95973-4924

Jim Haas
Civic Pride
World Trade Center, Rm. 289
The Ferry Building
San Francisco, CA 94111

Nancy Taylor
Baker & Mckenzie
Two Embarcadero Center, 25th Floor
San Francisco, CA 94111

Georgia Brittan
San Franciscans for Reasonable Growth
460 Duncan Street
San Francisco, CA 94131

Peter Bosselman
Environmental Simulation Laboratory
119 Wurster Hall
University of California
Berkeley, CA 94720

Environmental Science Associates
225 Bush Street, Suite 1700
San Francisco, CA 94104-4207

Joel Ventresca
1278 44th Avenue
San Francisco, CA 94122

Gerry Katz
Greenwood Press, Inc.
P.O. Box 5007
Westport, Conn 06881-5007

Walter Johnson
San Francisco Labor Council
1188 Franklin Street, #203
San Francisco, CA 94109

Suheil J. Totah, Attorney-at-Law
Morrison & Foerster, LLP
425 Market Street
San Francisco, CA 94105-2482

Dennis Purcell
Coblentz, Patch, Duffy and Bass
222 Kearny Street, 7th Floor
San Francisco, CA 94108

Andy Fessel
Media Metrix
432 Clay Street
San Francisco, CA 94111

Margo Bradish
Brobeck, Phleger & Harrison
One Market Street - Spear Street Tower
San Francisco, CA 94105

Chris Cole
Embarcadero Center West
275 Battery Street, Suite 1420
San Francisco, CA 94111

Alexander Seidel
424 Battery Street, 3rd Floor
San Francisco, CA 94111

Faith Raider
Local 2
243 Golden Gate Avenue
San Francisco, CA 94102

William Holsman
500 Sansome Street, #402
San Francisco, CA 94111

Wai Ching Kwan
Chinatown Community Development Center
1525 Grant Avenue
San Francisco, CA 94133

LIBRARIES

Stanford University Libraries
Jonsson Library of Government Documents
State & Local Documents Division
Stanford, CA 94305

Government Publications Department
San Francisco State University
1630 Holloway Avenue
San Francisco, CA 94132

Institution of Government Studies
109 Moses Hall
University of California
Berkeley, CA 94720

Kate Wingerson
Government Documents
San Francisco Main Library - Civic Center
100 Larkin Street
San Francisco, CA 94102

Hastings College of the Law - Library
200 McAllister Street
San Francisco, CA 94102-4978

PARTIES RECEIVING NOTICE OF AVAILABILITY OF DRAFT EIR

Mary Murphy
Farella, Braun & Martel
235 Montgomery Street
San Francisco, CA 94104

Richard Mayer
Artists Equity Association
27 Fifth Avenue
San Francisco, CA 94118

Bruce White
3207 Shelter Cove Avenue
Davis, CA 95616

Alice Suet Barkley, Esq.
30 Blackstone Court
San Francisco, CA 94123

Chi-Hsin Shao
CHS Consulting Group
153 Kearny Street, Suite 209
San Francisco, CA 94108

John Bardis
Sunset Action Committee
1501 Lincoln Way, #503
San Francisco, CA 94122

Bay Area Council
200 Pine Street, Suite 300
San Francisco, CA 94104-2702

Michael Dyett
Dyett & Bhatia
70 Zoe Street
San Francisco, CA 94103

Carol Lester
Chicago Title
388 Market Street, 13th Floor
San Francisco, CA 94111

Chinatown Resource Center
1525 Grant Avenue
San Francisco, CA 94133

David Cincotta
1388 Sutter Street, Suite 900
San Francisco, CA 94102

Jay Cahill
Cahill Contractors, Inc.
425 California Street, Suite 2300
San Francisco, CA 94104

John Vaughan
Cushman & Wakefield of California, Inc.
1 Maritime Plaza, Suite 900
San Francisco, CA 94111

DKS Associates
1956 Webster Street, #300
Oakland, CA 94612

Doug Stevens, State Coordinator
Food and Fuel Retailers For Economic Equality
770 L Street, Suite 960
Sacramento, CA 95814

Peter Gordon
Gensler and Associates
550 Kearny Street
San Francisco, CA 94103

Gruen, Gruen & Associates
564 Howard Street
San Francisco, CA 94105

Philip Fukuda
TRI Commercial
1 California Street, Suite 1200
San Francisco, CA 94111

Jan Vargo
Kaplan/McLaughlin/Diaz
222 Vallejo Street
San Francisco, CA 94111

Susan R. Diamond
Brobeck, Phleger, Harrison
One Market Plaza
San Francisco, CA 94105

Doug Longyear, Tony Blaczek
Coldwell Banker
Finance Department
1699 Van Ness Avenue
San Francisco, CA 94109

Frank Fudem
Damon Raike & Co.
100 Pine Street, Suite 1800
San Francisco, CA 94111

John Elberling
Yerba Buena Consortium
109 Minna Street, Suite 575
San Francisco, CA 94105

Richard A. Judd
Goldfarb & Lipman
One Montgomery Street
West Tower, 23rd Floor
San Francisco, CA 94104

Bob Rhine
Capital Planning Department
UCSF
145 Irving Street
San Francisco, CA 94122

The Jefferson Company
10 Lombard Street, 3rd Floor
San Francisco, CA 94111-1165

Cliff Miller
970 Chestnut Street, #3
San Francisco, CA 94109

Steven L. Vettel
Morrison & Foerster, LLP
425 Market Street
San Francisco, CA 94105-2482

James C. DeVoy
Milton Meyer & Co.
One California Street
San Francisco, CA 94111

Louise Nichols
Nichols-Berman
142 Minna Street
San Francisco, CA 94105

Regina Sneed
National Lawyers Guild
558 Capp Street
San Francisco, CA 94110

Brent Kato
Legal Assistance to the Elderly
1453 Mission Street, 5th Floor
San Francisco, CA 94103

Robert Meyers Associates
120 Montgomery Street, Suite 2290
San Francisco, CA 94104

Marie Zeller
Patri Merker Architects
400 Second Street, Suite 400
San Francisco, CA 94107

Peter Bass
Ramsay/Bass Interest
3756 Grant Avenue, Suite 301
Oakland, CA 94610

David P. Rhoades & Associates
364 Bush Street
San Francisco, CA 94104-2805

Sally Maxwell
Maxwell & Associates
1522 Grand View Drive
Berkeley, CA 94705

Sheryl Bratton
Jones Lang Wootton
Two Embarcadero Center, Suite 2370
San Francisco, CA 94111

Dale Carlson
Pacific Exchange
301 Pine Street
San Francisco, CA 94104

Page & Turnbull
724 Pine Street
San Francisco, CA 94109

Larry Mansbach
550 California Street
San Francisco, CA 94104-1006

Gloria Root
Planning Analysis & Development
50 Francisco Street
San Francisco, CA 94133

Marilyn L. Siems
Pillsbury, Madison & Sutro
P.O. Box 7880
San Francisco, CA 94120

James Reuben
Reuben and Alter
235 Pine Street, 16th Floor
San Francisco, CA 94104

Thomas N. Foster
Rothschild & Associates
369 Pine Street, Suite 360
San Francisco, CA 94104-3302

San Francisco Chamber of Commerce
465 California Street
San Francisco, CA 94104

Dale Hess, Executive Director
San Francisco Convention & Visitors Bureau
201 - 3rd Street, Suite 900
San Francisco, CA 94103

Dave Kremer
Shartsis Freise & Ginsburg
One Maritime Plaza, 18th Floor
San Francisco, CA 94111

Jim Ross, Director of Public Affairs
and Political Campaigns
Solem & Associates
550 Kearny Street
San Francisco, CA 94108

John Kriken
Skidmore, Owings & Merrill, LLP
444 Market Street, Suite 2400
San Francisco, CA 94111

Sedway Group
505 Montgomery Street, 6th Floor
San Francisco, CA 94111

Robert S. Tandler
Steefel, Levitt & Weiss
199 - 1st Street
San Francisco, CA 94105

Jon Twichell Associates
70 Hermosa Avenue
Oakland, CA 94618

Bethea Wilson & Associates Art In Architecture
2028 Scott Street, Suite 204
San Francisco, CA 94115

Melvin Washington
Bayview Merchants Association, Inc.
P.O. Box 24505
San Francisco, CA 94124

John Sanger, Esq.
1 Embarcadero Center, 12th Floor
San Francisco, CA 94111

Stephen Weicker
899 Pine Street, #1610
San Francisco, CA 94108

John Elberling
Tenants and Owners Development Corp.
230 - Fourth Street
San Francisco, CA 94103

San Francisco Group
Sierra Club
85 2nd Street, Floor 2
San Francisco, CA 94105-3441

Hartmut Gerdes
Square One Productions
1736 Stockton Street, Studio 7
San Francisco, CA 94133

Sustainable San Francisco
P.O. Box 460236
San Francisco, CA 94146

Jerry Tone
Montgomery Capital Corp.
244 California St.
San Francisco, CA 94111

Eunice Willette
1323 Gilman Avenue
San Francisco, CA 94124

Mary Anne Miller
San Francisco Tomorrow
1239 46th Avenue
San Francisco, CA 94122

Pete Holloran, President
Yerba Buena Chapter
California Native Plant Society
1033 Noe Street
San Francisco, CA 94114

Jacob Herber
Morrison & Foerster
425 Market Street
San Francisco, CA 94105

Mrs. G. Bland Platt
362 Ewing Terrace
San Francisco, CA 94118

Calvin Welch
Council of Community Housing Organizations
409 Clayton Street
San Francisco, CA 94117

Howard M. Wexler, Esq.
Farella, Braun & Martel, LLP
235 Montgomery Street, 30th Floor
San Francisco, CA 94104

MEDIA

Bill Shiffman
Associated Press
1390 Market Street, Suite 318
San Francisco, CA 94102

San Francisco Independent
City Desk
1201 Evans Avenue
San Francisco, CA 94124

Elliot Diringer
San Francisco Chronicle
925 Mission Street
San Francisco, CA 94103

Gabe Roth, City Editor
San Francisco Bay Guardian
520 Hampshire Street
San Francisco, CA 94110

San Francisco Examiner
988 Market Street
San Francisco, CA 94102

Rob Waters
Tenderloin Times
146 Leavenworth Street
San Francisco, CA 94102

The Sun Reporter
1791 Bancroft Avenue
San Francisco, CA 94124-2644

Tim Turner
San Francisco Business Times
275 Battery Street, Suite 940
San Francisco, CA 94111

Leland S. Meyerzone
KPOO - FM
P.O. Box 6149
San Francisco, CA 94101

PROJECT AREA TENANTS AND OWNERS

Tenants and other property owners in the project area, approximately 50 parties, were sent notices of availability of the Draft EIR and Draft EIR public hearing. A complete copy of the distribution listing is available in the Planning Department office at 1660 Mission Street, as part of File No. 2000.613E.

VIII. REPORT PREPARERS; ORGANIZATIONS AND INDIVIDUALS CONSULTED

EIR AUTHORS

Planning Department, City and County of San Francisco
1660 Mission Street, Suite 500
San Francisco, California 94103

Environmental Review Officer:	Hillary E. Gitelman
Transportation Planner:	Daniel Pulon

EIR CONSULTANTS

EIP Associates
601 Montgomery Street, Suite 500
San Francisco, California 94111

Principal-in-Charge:	Michael Rice
Participants:	Benjamin C. Helber (former staff)
	Gina Messa
	Brewster Birdsall
	Carla Bagneschi
	Sheila Ryan
	John Wood
	Kevin Hill
	Jackie Ha

Wilbur Smith Associates
1145 Market Street
San Francisco, CA 94102 — Tim Erney
(Transportation)

CADP, Inc.
642 Harrison Street, 3rd Floor
San Francisco, California 94107 — Adam Noble
(Shadows)

Ballanti & Associates
1424 Scott Street
El Cerrito, California 94530 — Donald J. Ballanti
(Wind)

6th Street Studio
231 Sixth Street
San Francisco, California 94103 — Valerie Reichert
(Graphics)

PROJECT SPONSOR

Masterworks Development Corporation
49 West 45th Street, 8th Floor — Jon Horowitz
New York, NY 10036

PROJECT ARCHITECTS

Koenen Associates
6 West 18th Street — Michael Koenen
New York, NY 10011

Heller-Manus Architects
221 Main Street — Clark Manus
San Francisco, California 94105

PROJECT ATTORNEY

Reuben & Alter
235 Pine Street — Joel Yodowitz
San Francisco, California 94104

APPENDIX A. INITIAL STUDY/EIR REQUIREMENT

NOTICE THAT AN
ENVIRONMENTAL IMPACT REPORT
IS DETERMINED TO BE REQUIRED

Date of this Notice: November 22, 2000
(Revised January 13, 2001. Changes indicated with underlining.)

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street, 5th Floor, San Francisco, CA 94103-2414
Agency Contact Person: Hillary E. Gitelman **Telephone:** (415) 558-5977

Project Title: 2000.613E, Battery Street Hotel
Project Sponsor: BTW III, Inc.
Project Contact Person: Joel Yodowitz
Telephone: (415) 567-9000

Project Address: 425 Battery Street, 427 Battery Street, and 418 Clay Street
Assessor's Block(s) and Lot(s): 0206 / 3, 4, and 5
City and County: San Francisco

Project Description: The proposed project would demolish the three existing structures on the site and construct a new 11-story mixed-use building. Land uses in the building would include up to 308 hotel rooms, about 17,700 square feet of retail space, and 23 residential units. The proposed hotel would be a Club Quarters, which is a private business hotel for the exclusive use of member organizations. The main lobby, which would serve both the hotel and residential units, would front on Clay Street. Access to the retail spaces would be from Clay Street, Battery Street and Merchant Street. An off-street freight/service vehicle loading dock and garbage pick-up area would be accessed from Merchant Street. No off-street parking would be provided on site.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Deadline for Filing of an Appeal to the City Planning Commission of this Determination that an EIR is required: **December 18, 2000 at 5:00 p.m.**

An appeal requires:
1) a letter specifying the grounds for the appeal; and,
2) a $209.00 filing fee.

Hillary Gitelman
HILLARY E. GITELMAN
Environmental Review Officer
Planning Department

Battery Street Hotel
INITIAL STUDY
2000.613E

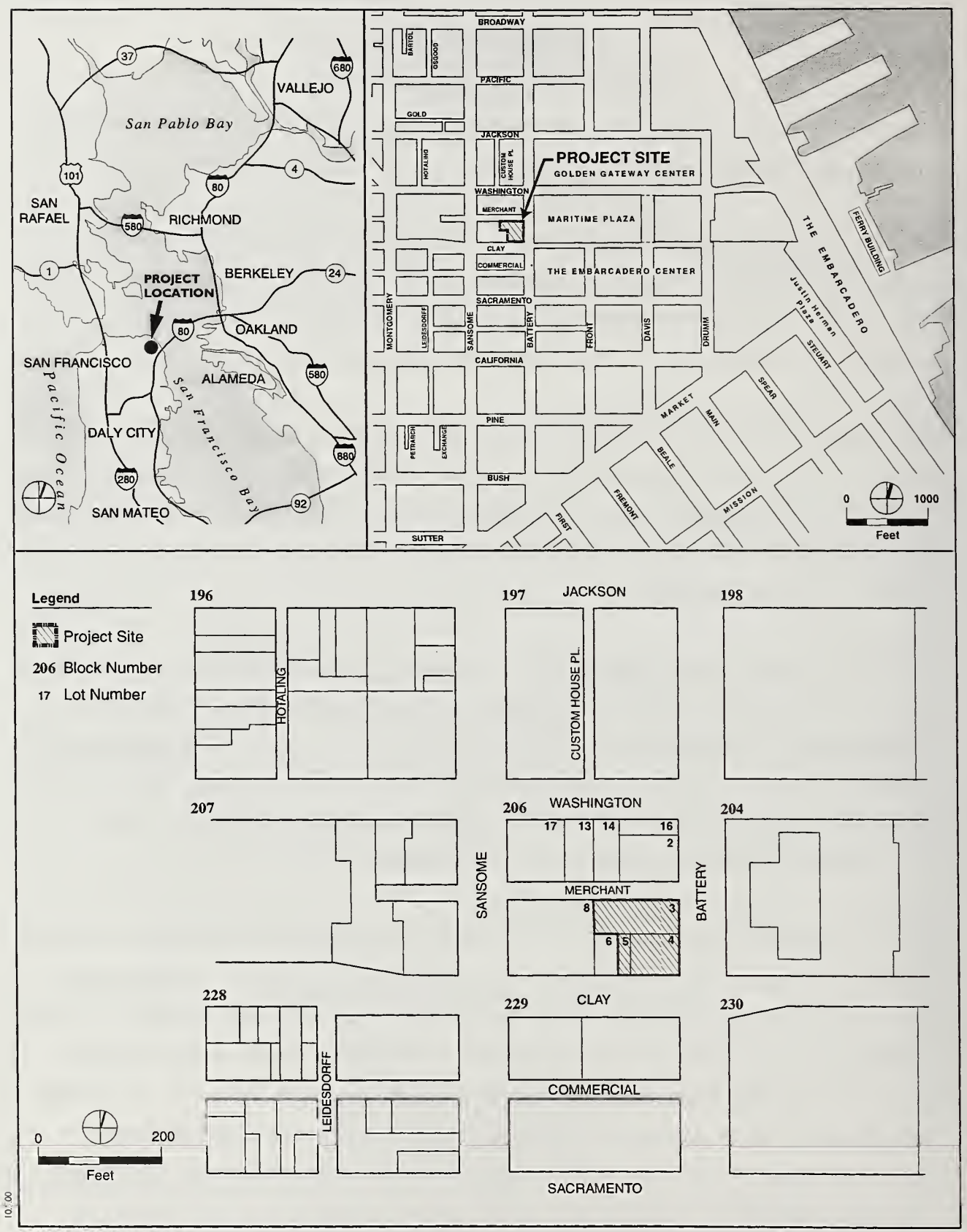
I. PROJECT DESCRIPTION

The proposed project would demolish three existing buildings, and construct a new 11-story mixed-use building at a site on the northern edge of the San Francisco Financial District. The project site is on the block bounded by Clay, Battery, Merchant and Sansome Streets (Assessor's Block 206, Lots 3, 4 and 5), as shown in Figure 1.

The project site is currently occupied by three buildings: 425 Battery Street, which contains office, retail and restaurant uses; 427 Battery Street, which contains office and restaurant uses; and 418 Clay Street, which contains office and retail uses. Combined, these three buildings provide about 40,000 square feet of office space, 20,000 square feet of retail space, and 13,700 square feet of restaurant space.

The proposed project would demolish the three existing structures on the site and construct a new 11-story mixed-use building (see Figure 2). The new building would include up to 308 rooms, about 17,700 square feet of retail space, and 23 residential units. The proposed hotel would be a Club Quarters, which is a private business hotel for the exclusive use of member organizations. This type of hotel caters towards business travelers, who typically stay at a hotel for about four days, arriving Sunday night and departing Friday morning.

The 11-story building would step back from Battery Street starting at the ninth floor, providing outdoor terraces for the top three floors. A light well in the interior of the building would provide access to natural light down to the second floor. The main lobby, which would serve both the hotel and residential units, would front on Clay Street. Access to the retail spaces would be from Clay Street, Battery Street and Merchant Street (see Figure 3). An off-street freight/service vehicle loading dock and garbage pick-up area would be accessed from Merchant Street. No off-street parking would be included on the project site. The Project Sponsor is pursuing an agreement with private parking garages in the project vicinity, to provide parking for hotel guests.

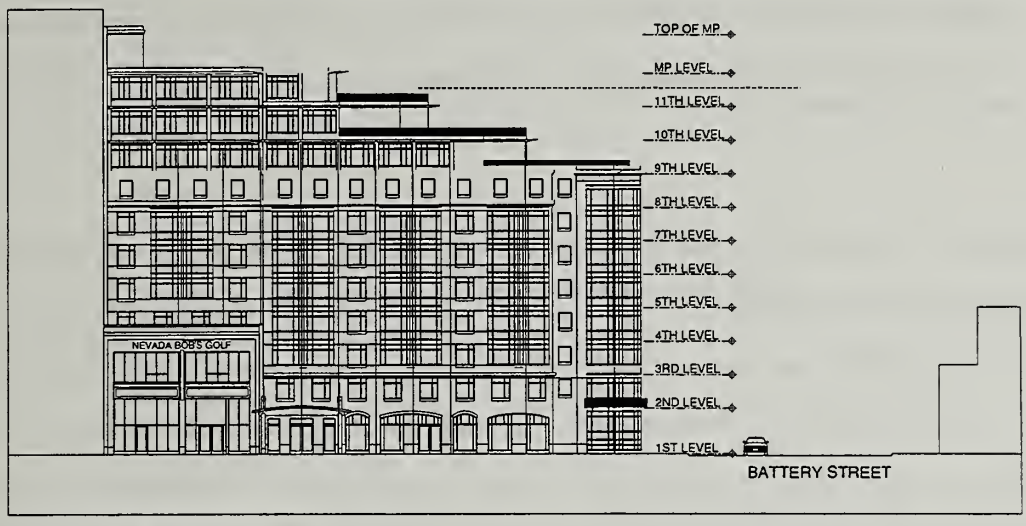


SOURCE: EIP Associates

EIP

BATTERY STREET HOTEL

FIGURE 1: PROJECT LOCATION



CLAY STREET ELEVATION

BATTERY STREET ELEVATION

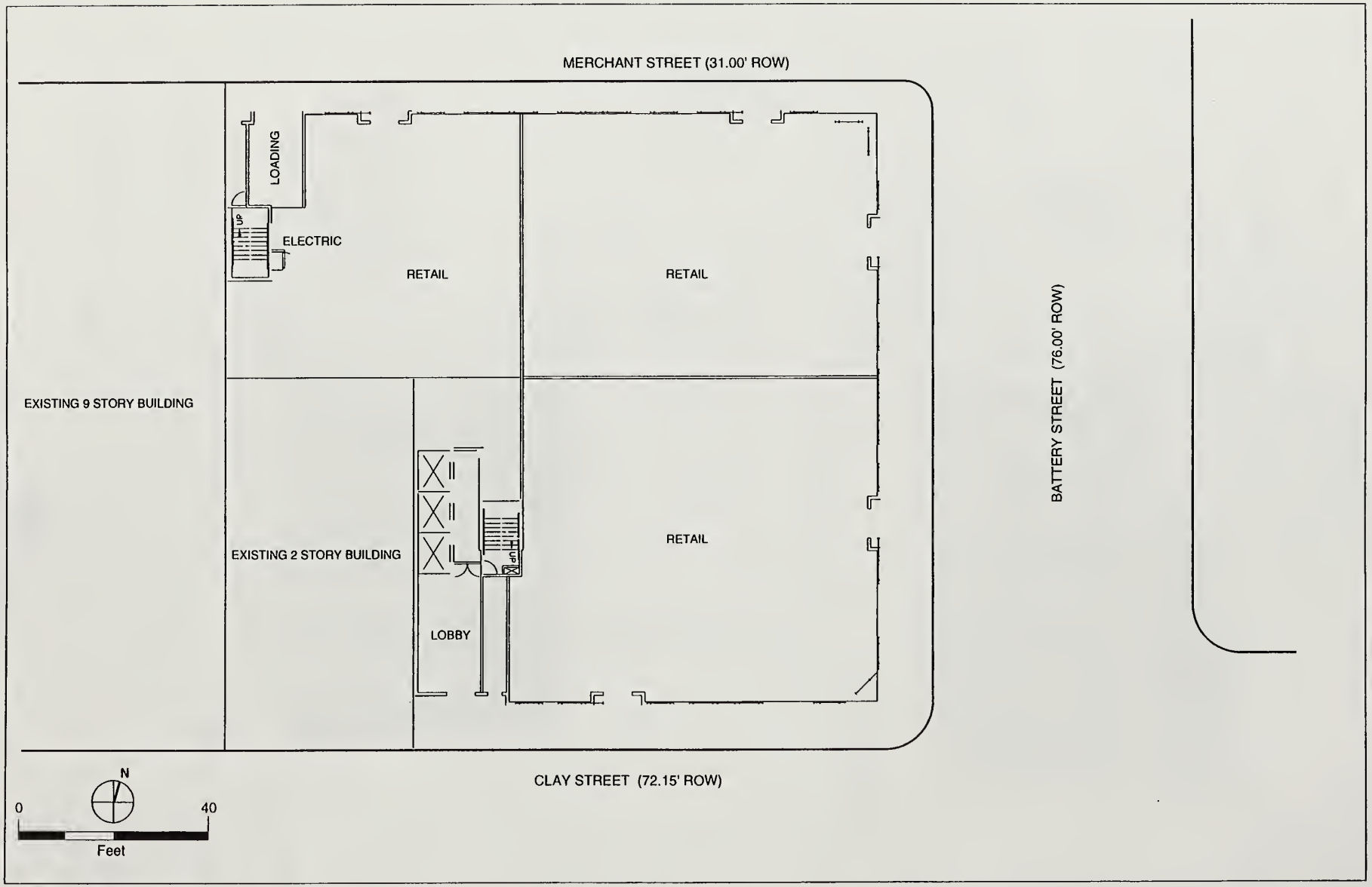
0 40
Feet

SOURCE: Heller-Manus Architects

EIP

BATTERY STREET HOTEL

FIGURE 2: PROJECT ELEVATIONS



SOURCE: Koenen Associates

EIP

BATTERY STREET HOTEL

FIGURE 3: STREET LEVEL PLAN

Construction of the proposed project would require excavation to about three feet below the existing basement grade, removal of about 28,050 cubic-yards of soil, and pile driving. Construction would likely begin by mid to late-2001, and would take approximately 16 months.

The project site is in a C-3-0 zoning district and 200-S height and bulk district. The project would require 1) review under Planning Code Section 309 for compliance with the downtown provisions of the Planning Code and exceptions to the off-street tour bus loading and the rear yard set-back requirements as permitted in Planning Code Sections 162(b) and 134(d), respectively; 2) Conditional Use authorization under Planning Code Section 303 for a hotel in the C-3-O District per Planning Code Section 216(b); and 3) either a variance to the Planning Code Section 151 parking requirement, or review under Planning Code Section 159(b) for providing parking within 600 feet of the project site.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

This Initial Study examines the Battery Street Hotel project to identify its potential effects on the environment. On the basis of this study, project-specific effects that have been determined to be potentially significant relate to archeological resources, transportation, and shadows. These issues will be analyzed in the Environmental Impact Report (EIR) and their effects are described as "To Be Determined" in the checklist that follows. Land use and visual quality will be discussed in the EIR for informational purposes, along with relevant plans and policies.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following effects of the Battery Street Hotel project have been determined to be either insignificant or to be mitigated through measures included in the project: land use, visual quality, population, noise, air quality, utilities/public services, biology, geology/topography,

water, energy/natural resources, hazards, and architectural resources. These issues are discussed below and require no further environmental analysis in the EIR.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

		Not Applicable	Discussed
1.	Discuss any variances, special authorizations, changes proposed to the City Planning Code or Zoning Map, if applicable.	___	X
2.	Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	X	X

The Battery Street Hotel project would require review by the Planning Commission in context of the *San Francisco General Plan* and other relevant plans. Applicable Area Plans and Elements of the *General Plan* include the Downtown Plan, the Urban Design Element, and the Commerce and Industry Element. Plans and policies will be discussed in the EIR. A brief summary of relevant *General Plan* policies and applicable Zoning Map and Planning Code provisions will also be included.

B. ENVIRONMENTAL EFFECTS

Except for the categories of archeological resources, transportation, and shadows as noted above, all items on the Initial Study checklist incorporated herein have been checked "No," indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse effect in those areas. Several checklist items have also been checked "Discussed," indicating that the text includes discussion of that particular issue. For all of the items checked "No" without discussion, the conclusions regarding potential adverse environmental effects are based on field observation, staff and consultant experience on similar

projects, and/or standard reference materials available within the Planning Department such as the Department's Transportation Guidelines for Environmental Review, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

	Yes	No	Discussed
1. Land Use - Would the project:			
a. Disrupt or divide the physical arrangement of an established community?	___	X	X
b. Have any substantial impact upon the existing character of the vicinity?	___	X	X

The project site consists of three adjoining buildings at 425 Battery Street, 418 Clay Street and 427 Battery Street. The 425 Battery Street building contains five stories and a basement, and is occupied by offices. The 418 Clay Street building is two stories tall, plus a basement, and contains a sport shop, restaurants, and office space. The 427 Battery Street building contains five stories, and includes a restaurant and offices.

As noted in the project description, the project site is located between Battery, Clay, Sansome and Merchant Streets, in the Financial District of San Francisco, an area that has been designated for high-density commercial and residential development.

Land use east, south and west of the project site is characterized primarily by a concentration of high-rise office towers. East, the Alcoa Building office tower, a restaurant and a parking garage is located directly across Battery Street; Maritime Plaza, an open space under the jurisdiction of San Francisco's Recreation and Park Department, is located on the podium level

above the parking garage. Embarcadero Center One is southeast of the project site and the Park Hyatt Hotel is directly south across Clay Street. The west side of the project site is abutted by the 500 Sansome Street office building. About one block west is the Transamerica Tower, in an area that transitions from low-rise commercial and retail uses to high-intensity office development.

Across Merchant Street to the north is a restaurant, a furniture store and a vacant space. The property is bounded to the east by Battery Street. Beyond Merchant Street, buildings north of the project site, are older two- to three- story brick buildings. The Jackson Square Historic District boundary is one block to the northwest of the project site and the Front-California Conversation District is about one and a half blocks south of the project site.

This proposed development would intensify land use at the project site consistent with the Downtown Plan, an element of the *San Francisco General Plan.* This increase in density represents an expansion of uses which would be similar to and compatible with the uses in the vicinity of the project. Overall, the project would be consistent with existing and planned land uses in the vicinity and zoning for the site. The project would not alter the general land use pattern of the immediate area, which includes office, retail, and hotel uses, as noted above. The project also would not disrupt or divide the neighborhood, since it would be developed within the existing block configuration.

Buildings on site are currently occupied by a variety of private businesses. Demolition of existing buildings on the site would displace all of the existing businesses and employees on the project site. Many of the existing businesses and employees would likely relocate within San Francisco or elsewhere in the Bay Area, and the potential displacements would not be considered significant in the context of urban San Francisco, particularly since commercial uses would be reintroduced to the site following construction.

Overall, the project would be consistent with existing and planned land uses in the vicinity and would not have a substantial adverse effect on land use. However, land use, including information on business displacement, will be discussed in the EIR for informational purposes.

	Yes	No	Discussed
2. Visual Quality - Would the project:			
a. Have a substantial, demonstrable negative aesthetic effect?	___	X	X
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	___	X	X
c. Generate obtrusive light or glare substantially impacting other properties?	___	X	X

As seen in Figure 4, the existing project site includes buildings that are two- to five-stories tall. The project would replace these three older buildings with one 11-story structure, thus noticeably changing the scale of development on the project site. The project would be taller than existing buildings on the site, but similar or smaller than most structures nearby such as the 24-story Park Hyatt Hotel tower south across Clay Street, the 42-story Embarcadero Center One office building, and the 48-story Transamerica Tower office tower one block west of the project site. In general, the project would be an infill development in a dense urban area and would not change the overall scale of development in the vicinity.

Views of the project site from Clay Street, and from Battery Street would be altered with the project; however, the resulting urban development would not be substantially out of character with the surrounding area and would thus have no substantial adverse aesthetic effect. The project would not substantially degrade or obstruct a scenic view or vista currently enjoyed from publicly accessible open space, such as a public park, or obstruct an established view corridor identified for preservation in the *San Francisco General Plan*. The existing view

SOURCE: EIP Associates

EIP

BATTERY STREET HOTEL

FIGURE 4: VIEW 1, LOOKING SOUTH FROM BATTERY STREET NEAR JACKSON STREET

towards the project site from Maritime Plaza is currently obstructed by the 500 Sansome Street office building, abutting the project site to the west. The proposed project would be about the same height as 500 Sansome Street. Long-range views of the project, such as those from Chinatown, North Beach or Telegraph Hill, would be part of overall views of Downtown and would be limited by existing high-rise buildings.

As discussed above, the project would not substantially degrade the existing visual character or quality of the area, or result in a substantial, demonstrable negative aesthetic effect; however, the EIR will discuss the project's design, appearance, possible effects on views and its relation to the scale of surrounding development for informational purposes.

The project would comply with City Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Therefore, mirrored glass would not be used, and the building would not result in glare affecting other properties. The EIR will, therefore, not discuss glare.

	Yes	No	Discussed
3. Population - Would the project:			
a. Induce substantial growth or concentration of population?	___	X	X
b. Displace a large number of people (involving either housing or employment)?	___	X	X
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	___	X	X

With up to 308 hotel rooms and about 17,700 sq. ft. of retail space, the project would generate up to about 120 new hotel and retail jobs[1], and would displace about 100 existing jobs, creating

about 20 net new jobs on the project site. Some employees in the new hotel would already live and work in San Francisco and would merely change job locations to work at the project site. Others may not live in the City but for reasons other than their job location would choose to remain at their present residential location. A few employees in the new hotel may be new to the area, and would result in a nominal increase in housing demand. No housing units exist on the project site, and none would be displaced as a result of the project.

According to the *Planning Code* Section 303 (g), the Planning Commission must make findings as to the following items in its conditional use determination: (A) the impact of the employees of the hotel or motel on the demand in the City for housing, public transit, child care, and other social services. To the extent relevant, the Commission shall also consider the seasonal and part-time nature of employment in the hotel; (B) the measures that will be taken by the project sponsor to employ residents of San Francisco in order to minimize increased demand for regional transportation; and (C) the market demand for a hotel of the type proposed.

In addition to increased activity on site related to 20 net new jobs and the introduction of hotel guests, the proposed project would increase the residential population on the project site by creating 23 new residences. Assuming an average of about two residents per unit, the 23 dwelling units of the proposed project would house approximately 46 persons.

While potentially noticeable to the immediate adjacent neighborhood, the increase in activity on the project site would not substantially increase the existing area-wide population or be out of context with the downtown San Francisco location. Population and employment effects would not be significant and will not be discussed further in the land use section of the EIR. Business displacement will be discussed further in the land use section of the EIR for informational purposes.

NOTES: Population

1. Based on factor of 0.74 employees per hotel room. This factor includes hotel management and housekeeping functions, as well as retail shops and restaurants and bars in hotels. This employment density factor reflects the level of service of downtown hotels. Source: San Francisco Planning

Department and San Francisco Redevelopment Agency, *Mission Bay Final Subsequent Environmental Impact Report*, Case File No. 96.771E, Vol. IV, Appendix C, Table C.6, p. C.4, certified September 17, 1998.

	Yes	No	Discussed
4. Transportation/Circulation - Would the project:			
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	To Be Determined		
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	To Be Determined		
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	To Be Determined		
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	To Be Determined		

The project's retail, hotel, and residential uses would place increased demands on the local transportation system, including increased traffic, transit demand, and parking demand. The EIR will discuss project effects related to transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, bicycles, and freight loading, as well as construction impacts. The analysis will take into account the potential development occurring in the project vicinity.

	Yes	No	Discussed
5. Noise - Would the project:			
a. Increase substantially the ambient noise levels for adjoining areas?	___	X	X

		Yes	No	Discussed
b.	Violate Title 24 Noise Insulation Standards, if applicable?	___	X	X
c.	Be substantially impacted by existing noise levels?	___	X	X

The vicinity of the project area includes numerous sources of noise. The most prevalent existing source of noise throughout most of San Francisco is traffic. Other noise sources include construction activities, building equipment, and emergency vehicles. The nearest noise-sensitive receptors to the project site are residential uses located about one to two blocks to the north and east of the project site. The office tenants of 432 Clay Street, adjacent to the project site on the west, have expressed concerns regarding construction noise and vibration effects on their operations. The construction noise and vibration control measures discussed below and in Mitigation Measures, p. 36, would address those concerns.

Construction Noise and Vibration. Construction activities associated with the project would include pile driving, excavation and hauling, structural framing, and finishing. Resulting noise would be temporary and intermittent and would occur at different times through the phases of project construction. Approximately two months would be devoted to demolition and site clearance, six months to foundation and structure work, six months to exterior finishing and two months to interior finishing. Demolition and pile driving would cause temporary, substantial increases in noise for a duration of approximately two to three months.[1]

Construction activities at all projects in the area, including the proposed development, would be conducted in compliance with the San Francisco Noise Ordinance (Article 29, San Francisco Police Code). The ordinance requires that noise levels from individual pieces of construction equipment other than impact tools not exceed 80 dBA at a distance of 100 feet from the source. Impact tools, such as jackhammer and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Noise Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise

would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works. Project demolition and construction would comply with the Noise Ordinance. In addition, to minimize noise and vibration from pile driving, the project sponsor would require project construction contractors to pre-drill holes to the maximum depth feasible on the basis of soil conditions. Contractors would be required to use construction equipment with state-of-the-art noise shielding and muffling devices. The project sponsor would also require that contractors limit pile driving activity to times of the day that would be consistent with the Noise Ordinance. (See Mitigation Measure No. 1, p. 36.) This mitigation measure, in combination with the Noise Ordinance, would reduce any impacts of construction noise to a less than significant level.

Construction activities would generate ground-borne vibration potentially noticeable to area residential and employees. Pile driving is potentially the greatest source of vibration generated from construction activities and can be disturbing to people in the area. Characteristics of the vibration path, or "path factors," are the geologic and structural conditions that the vibration could travel through, including the soil type, depth to bedrock, and building type. In the absence of construction equipment type and operational details, site-specific soil vibration data, building design, and receptor location information, the impacts of construction-related vibration that would be caused by construction are difficult to quantify. Because the pile-driving activities would be temporary and intermittent, and the project sponsor would require contractors to schedule pile driving to minimize disturbance to neighbors and to conduct a pre-construction survey of existing conditions and, if necessary, monitor the adjacent buildings for damage during construction, potential vibration impacts would be reduced to a less-than-significant level (see Mitigation Measures No. 1 and 3, p. 36).

Based on the above, no further analysis of construction noise or vibration will be presented in the EIR.

Traffic Noise. Ambient noise levels in the vicinity of the project are typical of noise levels in urban San Francisco. The ambient noise is dominated by vehicular traffic, including trucks,

cars, buses, and emergency vehicles. Generally, traffic must double in volume to produce a noticeable increase in noise levels. Traffic volumes would not be expected to double as a result of the project; therefore, substantial increases in traffic noise levels would not be anticipated in the project area. Traffic noise will not be analyzed further in the EIR.

Building Equipment Noise. The proposed project would include mechanical equipment, such as air conditioning units and chillers, which could produce operational noise. These operations would be subject to the San Francisco Noise Ordinance, Article 29 of the San Francisco Police Code. Compliance with Article 29, Section 2909, would limit noise from building operations, and substantial increases in the ambient noise level due to building equipment noise would not be anticipated. Therefore, the EIR will not discuss building equipment noise further.

NOTES: Noise

1. Wilbur Smith Associates, *Battery Street Hotel Transportation Study*, September 29, 2000, p. 4-7 Jon Horowitz and Barbara Res, BTW III, personal communication, September 28, 2000, to EIP Associates and Wilbur Smith Associates.

	Yes	No	Discussed
6. Air Quality/Climate - Would the project:			
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	___	X	X
b. Expose sensitive receptors to substantial pollutant concentrations?	___	X	X
c. Permeate its vicinity with objectionable odors?	___	X	___
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	To Be Determined		

Construction Emissions. Construction emissions would occur in short-term and temporary phases, but they could still cause adverse effects on local air quality. The Bay Area Air Quality Management District (BAAQMD), in its CEPA Guidelines, has developed an analytical approach that obviates the need to estimate these emissions quantitatively. Instead, BAAQMD has identified a set of feasible PM_{10} control measures for construction activities. The project includes a measure (see Mitigation Measure No. 2, p. 36) to reduce the effects of construction activities to an insignificant level. San Francisco Ordinance 175-91, adopted by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Because the project would include these mitigation measures, it would not cause significant construction-related air quality effects. Therefore, the EIR will not address these effects further.

Traffic Emissions. Potential air quality impacts from the proposed project could occur due to increased traffic throughout the region. The proposed project is estimated to generate less than 1,000 net new vehicle trips per day. The region-wide emissions that would be caused by these trips were estimated at approximately 18 lb/day of Reactive Organic Compounds, 16 lb/day of Nitrogen Oxides, and 5 lb/day of Particulate Matter 10.[1] These total project emission rates are summarized in Table 1, and fall well below the significance standards established by the Bay Area Air Quality Management District (BAAQMD).

The project would also generate about 160 pounds per day of CO. The BAAQMD has established a screening threshold of 550 pounds per day, above which a localized CO analysis is recommended. Because CO emissions would be well below the screening threshold of 550 pounds per day, no further analysis is warranted and the project would have a less-than-significant impact related to CO.

TABLE 1

ESTIMATED VEHICULAR EMISSIONS FROM PROJECT-RELATED TRAFFIC

Pollutant	BAAQMD Significance Threshold (lb/day)	Project Regional Emissions /a/ (lb/day)
Reactive Organic Compounds (ROG)	80	18
Nitrogen Oxides (NOx)	80	16
Particulate Matter (PM10)/b/	80	5

Notes:

a. Vehicle emissions in this analysis are based on fleets for 2000. Emissions in future years will decrease as a result of cleaner burning fuels and improved engine efficiency.

b. Particulate matter includes entrained road dust.

Source: EIP Associates, 2000. Emissions estimated with URBEMIS7G model.

Wind Effects

To provide a comfortable wind environment for people in San Francisco, the City established specific comfort criteria to be used in the evaluation of proposed buildings in certain areas of the City. The City Planning Code sets forth wind criteria for the proposed project, which is in a C-3 District. Section 148(a) establishes comfort criteria of 11 miles per hour (mph) equivalent wind speed for pedestrians and 7 mph for seating areas, not to be exceeded more than 10% of the time, year-round, between 7:00 a.m. and 6:00 p.m. Winds that reach or exceed 26 mph for a single hour are defined in the Planning Code as hazardous. Developments that would cause wind conditions to exceed the hazardous wind criterion for more than a single hour per year are also restricted in C-3 Districts.

Large structures can affect street-level wind conditions. Such effects can occur when a new large building mass extends above neighboring buildings or contributes to the creation of a large wall facing into prevailing winds. Prevailing winds in the City are from the west and

northwest. The existing buildings on the project site are two- to five-stories. The proposed project would be 11 stories or about 100 feet tall. A certified consulting meteorologist has concluded that the proposed project would not be expected to cause adverse wind accelerations in pedestrian areas adjacent to the site.[2] This conclusion was based on the fact that: (a) the site is completely sheltered from west-southwest and west winds by existing taller structures, and although the project would be 11 stories or about 98 feet tall it would be shorter than the existing 9-story structure to the west, which is 106 feet tall; (b) the Merchant Street facade, which would intercept winds from the west-northwest and northwest, is partially sheltered by existing adjacent structures and taller buildings further upwind; and (c) the use of setbacks in the project design would break up the continuity of the building faces.

Therefore, the EIR will not discuss this topic further.

Shadow Effects

City Planning Code Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the City Planning Commission, in consultation with the Recreation and Park Commission, finds the impact to be insignificant. In the project vicinity, Maritime Plaza, a podium-level open space area across Battery Street from the project site, would be subject to Section 295. A shadow study will be completed and the EIR will discuss its results.

NOTES: Air Quality/Climate

1. California Air Resources Board, *URBEMIS7G Computer Program User's Guide*, Version 3.2 - Emissions Estimations for Land Use Development Projects, August 1998. The URBEMIS7G model uses emission factors from the CARB EMFAC7G emissions model. Vehicle operating characteristics are determined by each land use type in the proposed project and the setting of the project. Default values recommended by BAAQMD *CEQA Guidelines* are used for the average trip length. Worst-case summer (ozone season) and winter (CO season) temperatures are as recommended in the URBEMIS7G User's Guide, August 1998.

2. Donald Ballanti, Certified Consulting Meteorologist, *Wind Impact Evaluation for the Battery Street Hotel: 1999.613E,* San Francisco, prepared for EIP Associates, November 2000. A copy of this evaluation is available for review in project case file no. 2000.613E at the S.F. Planning Department, 1660 Mission St.

	Yes	No	Discussed
7. Utilities/Public Services - Would the project:			
a. Breach published national, state or local standards relating to solid waste or litter control?	___	X	X
b. Extend a sewer trunk line with capacity to serve new development?	___	X	X
c. Substantially increase demand for schools, recreation or other public facilities?	___	X	X
d. Require major expansion of power, water, or communications facilities?	___	X	X

The proposed project would incrementally increase demand for and use of public services and utilities on the site and increase water consumption, but not in excess of amounts expected and provided for in the project area, and would not be expected to have any measurable impact on public services or utilities. The new building would be designed to incorporate water-conserving measures, such as installing low-flush toilets and urinals, as required by California State Building Code Section 402.0(c). The project would be undertaken in a fully built-out area of downtown San Francisco, where all utilities and services are currently provided for; no need for any expansion of public utilities or public service facilities is anticipated. Therefore, effects would not be significant, and this topic requires no further analysis and will not be included in the EIR.

	Yes	No	Discussed
8. Biology - Would the project:			
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	___	X	X

		Yes	No	Discussed
b.	Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	___	X	X
c.	Require removal of substantial numbers of mature, scenic trees?	___	X	X

No known rare, threatened or endangered species are known to exist in the vicinity. The proposed project site is in a developed urban area and is completely covered by structures and impervious surfaces. Development of the site would not affect, or substantially diminish, plant or animal habitats. The project would not interfere with any resident or migratory species. Landscaping proposed as part of the project would include plants and street trees appropriate for the urban landscape of the project site. Therefore, this topic will not be discussed in the EIR.

		Yes	No	Discussed
9.	Geology/Topography - Would the project:			
a.	Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	___	X	X
b.	Change substantially the topography or any unique geologic or physical features of the site?	___	X	X

Geologic Hazards

The Community Safety Element of the *San Francisco General Plan* contains maps that show areas subject to geologic hazards. The project site is located in an area that would be subject to "non-structural to moderate" damage (Modified Mercalli Intensity VII to VIII) from seismic

groundshaking originated by a characteristic earthquake (Moment Magnitude 7.1) along the San Andreas fault, approximately 6 miles southwest of San Francisco, and Northern Hayward fault, approximately 12 miles northeast of San Francisco (Maps 2 and 3 in the Community Safety Element). The project site also is in an area of liquefaction potential (Map 4 in the Community Safety Element), a Seismic Hazards Study Zone designated by the California Division of Mines and Geology. The project site is not in an area subject to landslide, seiche or tsunami run-up, or reservoir inundation hazards (Maps 5, 6 and 7 in the Community Safety Element).[1] The project site is not located in an Alquist-Priolo Earthquake Fault Zone.[2]

The office tenants of 432 Clay Street, adjacent to the project site on the west, have expressed concerns regarding potential damage to the 432 Clay Street building as a result of project excavation and other construction activities. The engineering measures discussed below, and Mitigation Measures, pp. 36-37, would address those concerns.

In its review of the building permit application for a development proposal in an area of liquefaction potential, the Department of Building Inspection would require the project sponsor to prepare geotechnical reports to assess the nature and severity of the hazards at the site and to recommend project design and construction features that would reduce those hazards. One or more geotechnical (foundation) investigations for the project by a California-licensed geotechnical engineer would be included as part of the project. The project sponsor and its contractors would follow the recommendations of the final geotechnical reports regarding any excavation and construction for the project, including the types of foundation necessary to support various project elements. To ensure compliance with all current San Francisco Building Code provisions regarding structural safety, the Department of Building Inspection would review the geotechnical report and building plans for the proposed project, and determine the necessary engineering and design features to reduce potential damage to structures caused by groundshaking and liquefaction. In this way, amelioration of potential damage to structures from geologic hazards at the project site would be ensured through the Department of Building Inspection requirement for a geotechnical report and review of the building permit application.

The finished basement floor would be eight feet below San Francisco City Datum, about ten feet below street grade. Accounting for the thickness of the concrete floor slab and foundation elements, an excavation of about 3 feet below existing basement level (15 feet below street grade) is anticipated. To maintain vertical and lateral support for the adjoining improvements, shoring and underpinning would be required.[3] The ground surface in the project area slopes down to the northeast toward San Francisco Bay, and the project site currently is covered by two- to four-story brick and concrete buildings (some with and some without basements). A geotechnical investigation completed in 1998 by Treadwell & Rollo[4] for various structures on the project site indicate the site is underlain by unengineered fill material (sand, brick, rubble, etc.), most likely from the 1906 earthquake and fire. Thickness of this fill ranges from 13 feet to 19 feet, depending on the location sampled. Beneath the fill is marine sand to a depth of at least 11 feet below the ground surface. It is three feet thick, loose, and contains shell fragments. A soft clay underlies the marine sand and extends to a depth of 30 to 37 feet below the street grade. This material is locally know as Bay Mud. Below the Bay Mud, is dense to very dense sand and stiff to hard alternating layers of sand and clay. Bedrock was encountered at a depth of 97 feet. It is shale of the Franciscan Formation. Near-surface groundwater is locally found at depths of approximately eight to ten feet below the existing ground surface.

Because of the composition of the subsurface material at the site, it is probable that the proposed project would need pile foundations. Pile driving is also discussed in this Initial Study as a noise issue (see p. 14). Mitigation Measure No. 1 to reduce the noise of pile driving is presented on p. 36. Because of the shallow nature of the water table, it is likely that at least some of the excavations for the proposed structures would need dewatering. The Battery Street Hotel project includes Mitigation Measures No. 3, 4 and 5 (see pp. 36-37) to reduce the potential settlement effects of dewatering on nearby streets and properties.

The proposed project would not alter the topography of the site, or otherwise affect any unique geologic or physical features of the site. Based on the above discussion, no further analysis of geology and seismicity or topography is required in the EIR.

NOTES: Geology/Topography

1. City and County of San Francisco, *Community Safety Element, San Francisco General Plan*, April 1997.

2. California Division of Mines and Geology, *Fault-Rupture Hazard Zones in California, Alquist-Priolo Earthquake Fault Zoning Act with Index to Earthquake Fault Zones Maps,* Special Publication 42, revised 1997, Figure 4B.

3. Treadwell & Rollo, Inc., *GEOTECHNICAL INVESTIGATION, Battery and Clay Hotel, San Francisco, California*, July 8, 1998. P. 1.

4. Treadwell & Rollo, Inc., *GEOTECHNICAL INVESTIGATION, Battery and Clay Hotel, San Francisco, California*, July 8, 1998.

	Yes	No	Discussed
10. Water - Would the project:			
a. Substantially degrade water quality, or contaminate a public water supply?	___	X	X
b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	___	X	X
c. Cause substantial flooding, erosion or siltation?	___	X	X

Water Quality

The project would not substantially degrade water quality or contaminate a public water supply. All sanitary wastewater from the proposed buildings and stormwater runoff from the project site would be collected and treated at the Southeast Water Pollution Control Plant prior to discharge to San Francisco Bay. Treatment would be provided pursuant to the effluent discharge limitations set by the plant's National Pollutant Discharge Elimination System (NPDES) permit. See "Flooding, Erosion, and Siltation" below for a discussion of water quality during construction.

Groundwater Resources

Accounting for the thickness of the concrete floor slab and foundation elements, an excavation on the order of three feet below the existing basement level is anticipated. Dewatering could be required. Any groundwater encountered during construction would be subject to the San Francisco Industrial Waste Ordinance (Ordinance No. 199-77), which requires that groundwater meet specified standards before being discharged into the sewer system. The Bureau of Environmental Regulation and Management of the San Francisco Public Utilities Commission would be notified if the project were to require dewatering.

Should dewatering be necessary, the final foundation study for the project would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the foundation study would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Building Inspection would require that a Special Inspector (as defined in Article 3 of the San Francisco Building Code) be retained by the project sponsor to perform this monitoring. Groundwater monitoring wells and/or instruments would be used to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor. The project would include mitigation measures to ensure that groundwater from the site dewatering and stormwater runoff meets the discharge limitations of the City's Industrial Waste Ordinance (see Mitigation Measures No. 6 and 7, p. 37).

Flooding, Erosion, and Siltation

The project site is almost entirely paved or covered by structures; therefore, the project would not substantially affect the area of impervious surface at the site or alter site drainage. Project-related wastewater and storm water would continue to flow to the combined sewer system.

During construction, requirements to reduce erosion would be implemented pursuant to California Building Code Chapter 33, Excavation and Grading. During operations, the project would comply with all local wastewater discharge requirements. Based on the above discussion, the EIR will not include further analysis of hydrology and water quality issues.

	Yes	No	Discussed
11. Energy/Natural Resources - Would the project:			
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	___	X	X
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	___	X	X

The project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations. For this reason, it would not cause a wasteful use of energy. Therefore, energy consumption requires no further analysis; the effect would not be significant, and this issue will not be discussed in the EIR.

	Yes	No	Discussed
12. Hazards - Would the project:			
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	___	X	X
b. Interfere with emergency response plans or emergency evacuation plans?	___	X	X
c. Create a potentially substantial fire hazard?	___	X	X

Soil and Groundwater. A Phase I Environmental Site Assessment has been prepared for the properties that comprise the site.[1] The Phase I investigation lists current and past operations, reviews environmental agency databases and records, reports site reconnaissance observations, and summarizes potential contamination issues that warrant further investigation. The project site does not appear on the *State of California Hazardous Waste and Substances Sites List*, but a nearby property (530 Sansome Street -SF Fire Station No. 13) appears on the list as a result of underground storage tanks that have leaked petroleum hydrocarbons and volatile organic compounds into soil and groundwater.[2] These leaks do not appear to have affected conditions at the project site.[3] In the early 1900s, much of the project area was filled with debris from the 1906 San Francisco Earthquake and the fire that followed. Fill material from this period often contains elevated levels of various metals such as lead (some of which may be toxic) and petroleum hydrocarbons.

The project site is within the Article 20 (Maher Ordinance) Zone of the San Francisco Public Works Code, or bayward of the 1852 historic high tide line. The project proposes excavation of about three feet below the existing basements for the construction of a finish basement. Excavation in this area would be subject to the requirements of the Maher Ordinance. The Maher Ordinance requires that applicants for building permits within certain areas (largely the part of San Francisco created by landfill) prepare a site history and analyze the site's soil for hazardous wastes. The analysis is required if more than 50 cubic yards of soil are to be disturbed and the project is either on fill or at a location designated for investigation by the Department of Public Works. Where the analysis reveals the presence of hazardous wastes, the ordinance requires site mitigation pursuant to the standards, regulations, and determinations of local, state, and federal regulatory agencies. Site mitigation involves the removal of hazardous substances and their disposal at an approved disposal site, or other appropriate actions.

The proposed project could disturb more than 50 cubic yards of soil at the site, and in compliance with the Maher Ordinance, a site history report and site investigation report would be prepared for the parcel. Where hazardous wastes exceed local, state, or federal standards, a

Site Mitigation Plan would be submitted to appropriate agencies, including the San Francisco Department of Public Health. The Site Mitigation Plan would be prepared prior to obtaining a building permit. Where toxic materials are found for which no standards have been established, a determination would be sought from appropriate agencies as to whether a Site Mitigation Plan would be needed. In accordance with the Maher Ordinance, the construction contractor would handle and dispose of excavated soils properly, employ worker health and safety and dust control procedures, and have a State Registered Professional Geologist or Engineer certify, at the completion of foundation activities, that all elements of the Site Mitigation Plan have been performed in compliance with the Maher Ordinance. These regulations and procedures, already established by law, would ensure that potential impacts associated with soil and groundwater contaminants (if any) are reduced to a less than significant level.

Asbestos Building Materials. Asbestos materials may be found within the existing structures on site which is proposed to be demolished as part of the project. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In

addition, the District will inspect any removal operation concerning which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the Department of Building Inspection (DBI) would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would insure that any potential impacts due to asbestos would be reduced to a level of insignificance.

Lead Based Paint. Lead paint may be found in the existing buildings, constructed between 1910 and 1912 and proposed for demolition as part of the project. Demolition must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The

ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the HUD Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection, of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non compliance with the requirements of the ordinance.

These regulations and procedures by the San Francisco Building Code would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a level of insignificance.

Emergency Response and Fire Hazards

Occupants of the proposed building would contribute to congestion if an emergency evacuation of the area were required. Section 12.202(e)(1) of the San Francisco Fire Code requires that all owners of high-rise buildings (over 75 feet) "shall establish or cause to be established procedures to be followed in case of fire or other emergencies. All such procedures shall be reviewed and approved by the chief of division." Additionally, project construction would have to conform to the provisions of the Building and Fire Codes which require additional life-safety protections for high-rise buildings. San Francisco ensures fire safety primarily through provisions of the Building Code and Fire Code. The proposed project would conform to these standards, which (depending on building type) may also include development of an emergency procedure manual and an exit drill plan. In this way, emerging response issues and potential fire hazards (including those associated with hydrant water pressure and emergency access) would be mitigated during the permit review process.

NOTES: Hazards

1. Secor International Incorporated, *Site Assessment Report, Battery & Clay Site, 425 Battery, 418 Clay, 415 Merchant, San Francisco, California 94111*, September 25, 1998, p. 2.

2. Ibid.

3. Ibid.

	Yes	No	Discussed
13. Cultural - Would the project:			
a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	___	X	X
b. Conflict with established recreational, educational, religious or scientific uses of the area?	___	X	___
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	To Be Determined		

Archaeological Resources

Archeo-Tec Consulting Archaeologists has completed archival cultural resources evaluations in the project vicinity for potential subsurface historic or pre-historic resources and documented the history of the area for previous projects in the vicinity.[1] Potential for the existence of subsurface cultural resources of the prehistoric/protohistoric period (c. 4000 B.C. - A.D. 1775), Spanish/Mexican and Early American era (1776-1848), and the Gold Rush and Later 19th Century eras (1849-c. 1906) were systematically examined.

It is extremely unlikely that cultural materials from the prehistoric, protohistoric, Spanish/Mexican and/or Early American period would be encountered anywhere within the project site. This is primarily due to the fact that the site, about 200 meters to the east of the original bay shoreline, remained completely submerged beneath approximately 20 feet of water until after the beginning of the California Gold Rush era of the mid-19th century.

The first development within the project area consisted of the construction of the Clay Street Wharf in mid-1850. By the end of 1850, the Clay Street Wharf, measuring 40 feet in width, stretched 900 feet into the bay; by the mid-1850s, this structure had been extended to a total length of 1,800 feet. Between mid-1850 and mid-1851, a variety of commercial enterprises and professional offices were located on the Clay Street, within and/or immediately adjacent to, the present project area. It is possible that an assortment of cultural resources, either lost an/or discarded from the Clay Street Wharf during this era, may lie buried within the confines of the present project site.

Available archival sources indicate that subsurface cultural materials from the California Gold Rush era may exist at the project site. The most potentially significant cultural resources within the site would consist of the buried hulk of the storeship *General Harrison* and associated artifacts. Given their age and association with important events in San Francisco's history, such archaeological materials would represent important cultural resources. Therefore, the EIR will discuss Archaeological Resources.

Historic Architectural Resources

According to archival records, the three buildings on the project site were constructed in 1910, 1911, and 1912 and have historically been occupied by a dairy, offices, a cigar shop, and a candy shop. The 425 Battery Street building is five stories and a basement, and was constructed in 1912 with a concrete foundation and exterior stucco finish. The building at 418 Clay Street contains two stories and a basement. The building was constructed in 1911 with a concrete foundation and brick exterior. The building at 427 Battery Street consists of four stories and a basement, constructed in 1910. A stucco exterior, creates the impression that this building is one with adjoining 425 Battery Street building.[2] All of three buildings on the site have been modified somewhat over time. None of the buildings have been listed or determined eligible for listing in the National Register of Historic Places or the California Register of

Historic Resources, and none are locally designated or eligible for listing as significant historical resources.

The Downtown Plan, an Area Plan of the *San Francisco General Plan*, establishes ratings for buildings based on their architectural significance. The Downtown Plan identified Downtown Historic Buildings as Significant or Contributory, using a categorical rating system of I-V, and designated several groupings of buildings as Conservation Districts in the Downtown area. Conservation Districts include buildings rated I and II (significant) as well as buildings rated III and IV, which may be contributory or have contextual value while lacking individual distinction, and Category V, which are not designated as either significant or contributory. Article 11 of the Planning Code implements procedures for Downtown Plan policies regarding architectural resources, such as rated buildings and buildings in designated Conservation Districts within the C-3 District (the Downtown) of San Francisco. Article 11 of the Planning Code is intended to address buildings and areas "of special architectural, historical and aesthetic character."

The project site is not included in a Conservation District, however two of the buildings on the project site have been individually listed under Article 11. 418 Clay Street and 425 Battery Street (listed as 410 Clay Street by the City) are listed under Article 11 as Category V buildings. Under the *San Francisco General Plan*, Category V buildings are deemed to be of the lowest rating, denoting buildings of minor or no individual importance.

None of the buildings on the project site are rated in the Department of City Planning's 1976 architectural survey. San Francisco Architectural Heritage, a private preservation organization, has conducted a number of surveys, the first of which was published in 1978 as *Splendid Survivors*, covering the Downtown Area. *Splendid Survivors* lists 418 Clay Street as having a "C" rating by Heritage for contextual importance. 425 Battery Street (listed as 410 Clay Street by Heritage) has been rated "D" which denotes minor or no individual importance. While the City has used information in the Department of City

Planning's 1976 architectural survey and Heritage surveys to inform design and planning decisions, the ratings are not formal designations of historic resources and do not meet the criteria of Public Resources Code Section 5024.1.

Because buildings on the project site do not meet the definition of historical resources and are not "deemed significant" pursuant to CEQA Section 21084.1, no significant impact would occur due to this demolition. Therefore, this topic will not be discussed further in the EIR.

NOTES: Cultural

1. Archeo-Tec, *Archival Cultural Resources Evaluation of the Proposed First and Howard Development Project*, City and County of San Francisco, California, January 1999.

2. Secor, *Site Assessment Report, Battery & Clay Site, 425 Battery, 418 Clay, 415 Merchant, San Francisco, CA*, September 25, 1998, p.5.

	Yes	No	Discussed
C. OTHER			
Require approval of permits from City Departments other than Department of City Planning or Bureau of Building Inspection or from Regional, State or Federal Agencies?	X	___	___

The proposed project would require review by the Planning Commission under Planning Code Section 309, as well as a Conditional Use authorization from the Commission. Building permits would be reviewed and approved by the Planning Department and the Department of Building Inspection, and permits would be required from the Department of Public Works (DPW) for temporary use of the sidewalk during construction and for new sidewalks and driveways. DPW would also review an application for lot mergers. No approval would be required from regional, state or federal agencies.

	Yes	No	N/A	Discussed
D. MITIGATION MEASURES				
1. Could the project have significant effects if mitigation measures are not included in the project?	X	___	___	X
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	X	___	___	X

Noise

1. If pile driving is necessary to install pile foundations, the project sponsor would require construction contractors to predrill holes to the maximum depth feasible on the basis of soil conditions. Contractors would be required to use construction equipment with state-of-the-art noise shielding and muffling devices. The project sponsor would also require that contractors schedule pile-driving activity for times of the day that would be consistent with Section 2908 of the San Francisco Noise Ordinance.

Air Quality/Climate

2. The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Geology/Topography

3. The project sponsor would ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors any adjacent buildings for

damage during construction, if recommended by the geotechnical engineer, in the foundation investigations.

4. If dewatering were necessary, the final foundation report would address the potential settlement and subsidence impacts of this dewatering. Based on this discussion, the foundation report would determine whether or not a lateral movement and settlement survey would be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey were recommended, the Department of Building Inspection would require that a Special Inspector (as defined in Article 3 of the San Francisco Building Code) be retained by the project sponsor to perform this monitoring. Instruments would be used to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and anynecessary repairs to service lines under the street would be borne by the project sponsor.

   If dewatering were necessary, the project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding dewatering to avoid settlement of adjacent streets, utilities, and buildings that could potentially occur as a result of dewatering.

5. The project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside of the shoring itself. Shoring systems would be modified as necessary in the event that substantial movements are detected.

Water Quality

The project sponsor would ensure that groundwater from site dewatering and stormwater runoff meets the discharge limitations of the City's Industrial Waste Ordinance by carrying out the following:

6. If dewatering were necessary, the project sponsor would follow the recommendations of the geotechnical engineer or environmental remediation consultant, in consultation with the Bureau of Environmental Regulation and Management of the San Francisco Public Utilities Commission, regarding treatment, if any, of pumped groundwater prior to discharge to the combined sewer system.

7. If dewatering were necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the San

Francisco Public Utilities Commission to reduce the amount of sediment entering the combined sewer system.

E. ALTERNATIVES

The EIR will discuss and analyze alternatives to the proposed project that would reduce or eliminate any significant environmental effects. At a minimum, these alternatives will include a No Project Alternative and an reduced development alterative.

F. MANDATORY FINDINGS OF SIGNIFICANCE

		Yes	No	Discussed
1.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	X		X
2.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?		X	
3.	Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	To Be Determined		
4.	Would the project cause substantial adverse effects on human beings, either directly or indirectly?	To Be Determined		

G. ON THE BASIS OF THIS INITIAL STUDY:

___ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

___ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, numbers __, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

_X_ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

11/22/00
Date

Hillary E. Gitelman
Environmental Review Officer
for Gerald G. Green
Director of Planning

APPENDIX B. TRANSPORTATION

TABLE B.1

Level of Service Criteria for Signalized Intersections

Level of Service	Stopped Delay per Vehicle (sec)	Volume to Capacity Ratio
A	≤ 5.0	0.00 - 0.59
B	> 5.0 to ≤ 15.0	0.60 - 0.69
C	> 15.0 to ≤ 25.0	0.70 - 0.79
D	> 25.0 to ≤ 40.0	0.80 - 0.89
E	> 40.0 to ≤ 60.0	0.90 - 0.99
F	> 60.0	1.00 or greater

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington D.C., 1994 and V and C Ratio from Transportation Research Circular #212, Transportation Research Board, Washington D.C., 1980.

LOS A - Delays of less than 5 seconds
This level of service occurs when progression is extremely favorable. Most vehicles arrive during the green phase and are not required to stop. Short cycle lengths may also contribute to low delay.

LOS B - Delays of greater than 5.0 seconds to 15.0 seconds or less
This level of service generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of average delay.

LOS C - Delays of greater than 15.0 seconds to 25 seconds or less
These higher delays may result from fair progression, longer cycle lengths, or both. Drivers may occasionally be required to wait through more than one signal cycle (red phase). The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D - Delays of greater than 25.0 seconds to 40.0 seconds or less
At level of service D, congestion becomes more noticeable. Longer delays may result from a combination of unfavorable progression, long cycle lengths, or high volume to capacity (v and c) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. The number of drivers having to wait through more than one red phase is noticeable.

LOS E - Delays of greater than 40.0 seconds to 60.0 seconds or less
This level is considered by many agencies to be the limit of acceptable delay. The high range of delays generally indicate poor progression, long cycle lengths, and high volume to capacity ratios. Drivers frequently are unable to clear the intersection on the first green phase.

LOS F - Delays in excess of 60.0 seconds per vehicle
This level, considered to be unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume to capacity ratios.

TABLE B.2

Level of Service Criteria for Unsignalized Intersections

Level of Service	Stopped Delay per Vehicle (sec)
A	≤ 5.0
B	> 5.0 to ≤ 10.0
C	> 10.0 to ≤ 20.0
D	> 20.0 to ≤ 30.0
E	> 30.0 to ≤ 45.0
F	> 45.0

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington D.C., 1994.
The Duffey Company.

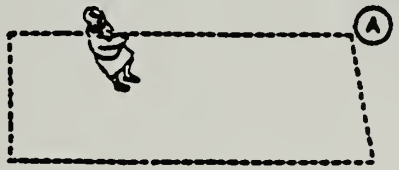
For unsignalized intersections, the level of service is calculated by approach and is based on the type of control and the volume of opposing traffic. The average total delay for a particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. The delay thresholds for each level of service are lower than for signalized intersections due to driver expectations and perceptions. Delays experienced at a stop controlled street may be more onerous because the driver must be constantly alert to oncoming traffic and the availability of gaps to enter and cross traffic. Also the degree of variability in delays is greater for unsignalized intersections because the traffic flows are not controlled in the same manner. The levels of service range from LOS A where there are sufficient gaps to pull across traffic with less than a 5.0 second delay to LOS F where there are insufficient gaps of adequate size to allow side street traffic to cross safely through a major street traffic stream.

Level of Service Criteria for Pedestrian Walkways

LEVEL OF SERVICE A

Pedestrian Space: ≥ 130 sq ft/ped Flow Rate: ≤ 2 ped/min/ft

At walkway LOS A, pedestrians basically move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected, and conflicts between pedestrians are unlikely.



LEVEL OF SERVICE B

Pedestrian Space: ≥ 40 sq ft/ped Flow Rate: ≤ 7 ped/min/ft

At LOS B, sufficient area is provided to allow pedestrians to freely select walking speeds, to bypass other pedestrians, and to avoid crossing conflicts with others. At this level, pedestrians begin to be aware of other pedestrians, and to respond to their presence in the selection of walking path.

LEVEL OF SERVICE C

Pedestrian Space: ≥ 24 sq ft/ped Flow Rate: ≤ 10 ped/min/ft

At LOS C, sufficient space is available to select normal walking speeds, and to bypass other pedestrians in primarily unidirectional streams. Where reverse-direction or crossing movements exist, minor conflicts will occur, and speeds and volume will be somewhat lower.

LEVEL OF SERVICE D

Pedestrian Space: ≥ 15 sq ft/ped Flow Rate: ≤ 15 ped/min/ft

At LOS D, freedom to select individual walking speed and to bypass other pedestrians is restricted. Where crossing or reverse-flow movements exist, the probability of conflict is high, and its avoidance requires frequent changes in speed and position. The LOS provides reasonably fluid flow; however, considerable friction and interaction between pedestrians is likely to occur.

LEVEL OF SERVICE E

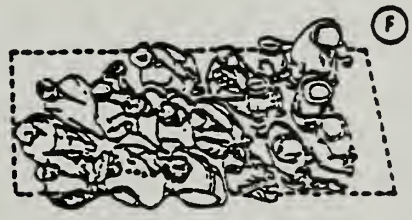
Pedestrian Space: ≥ 6 sq ft/ped Flow Rate: ≤ 25 ped/min/ft

At LOS E, virtually all pedestrians would have their normal walking speed restricted, requiring frequent adjustment of gait. At the lower range of this LOS, forward movement is possible only by "shuffling." Insufficient space is provided for passing of slower pedestrians. Cross- or reverse-flow movements are possible only with extreme difficulties. Design volumes approach the limit of walkway capacity, with resulting stoppages and interruptions to flow.

LEVEL OF SERVICE F

Pedestrian Space: ≤ 6 sq ft/ped Flow Rate: variable

At LOS F, all walking speeds are severely restricted, and forward progress is made only by "shuffling." There is frequent, unavoidable contact with other pedestrians. Cross- and reverse-flow movements are virtually impossible. Flow is sporadic and unstable. Space is more characteristic of queued pedestrians than of moving pedestrian streams.



Source: Hi Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209,

PLACE
POSTAGE
HERE

San Francisco Planning Department
Major Environmental Analysis
1660 Mission Street, 5th Floor
San Francisco, CA 94103

Attn: Hillary E. Gitelman, EIR Coordinator
2000.613E - Battery Street Hotel Project

PLEASE CUT ALONG DOTTED LINE

RETURN REQUEST REQUIRED FOR FINAL
ENVIRONMENTAL IMPACT REPORT

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

TO: San Francisco Planning Department,
Major Environmental Analysis

Please send me a copy of the Final EIR.

Signed: _____

Print Your Name and Address Below